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Edited by Sir John Hammerton

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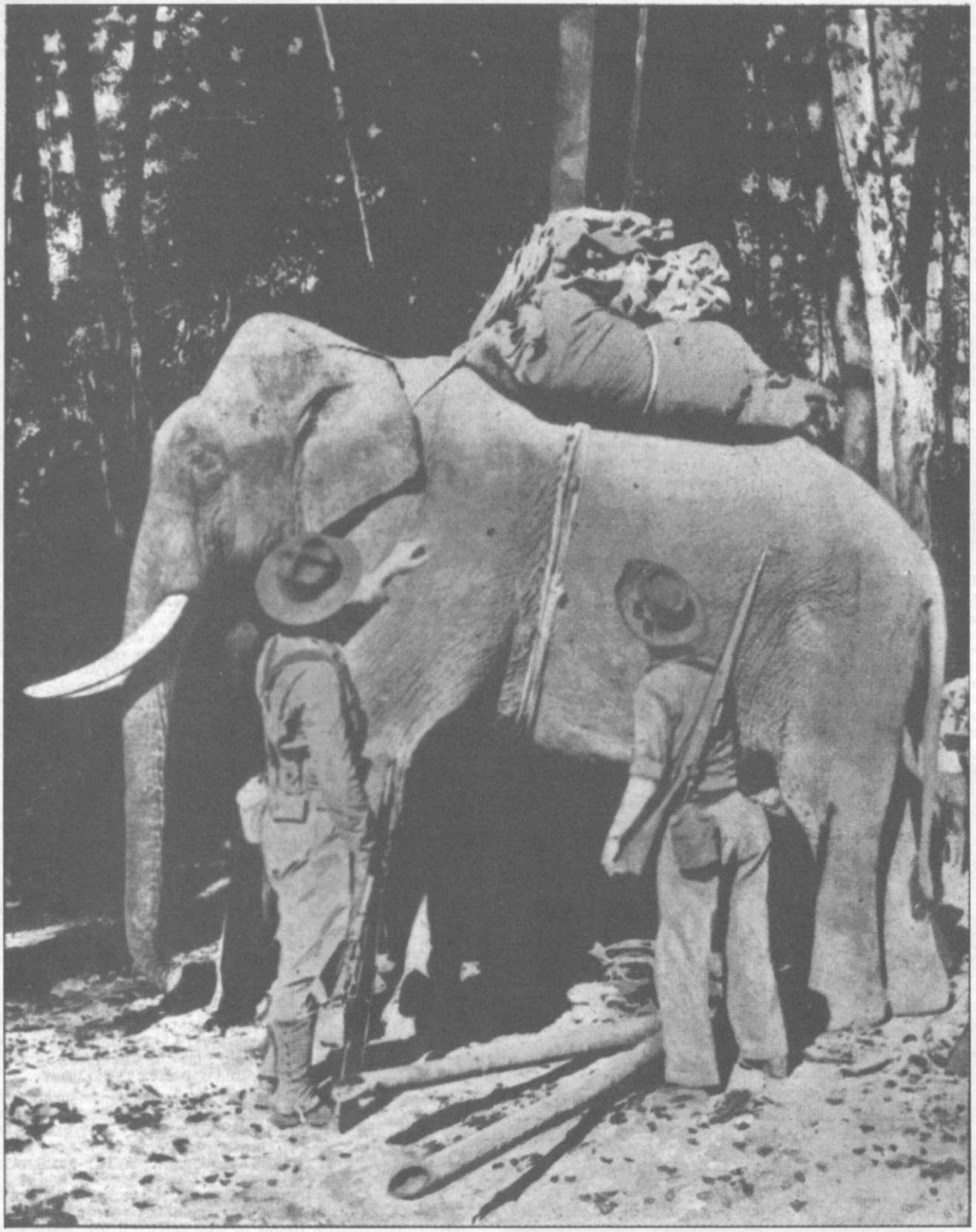


THE ELEPHANT RETURNS TO ACTIVE SERVICE. U.S. troops in India, constructing bases near the Burmese border, have adopted the elephant (no newcomer to battlefields of the East) as a powerful ally: as, before them, the Japanese used elephant transport in their advance into Burma early in 1942. American soldiers in a jungle outpost in the Naga Hills region are here shown adjusting a load while their patient beast of burden waits to lumber off.

Photo, Sport & General

NO. 155 WILL BE PUBLISHED FRIDAY, MAY 28

THE BATTLE FRONTS

by Maj.-Gen. Sir Charles Gwynn, K.C.B., D.S.O.

AFTER the short lull which followed the battle of Akarit, the final phase of the battle for Tunisia opened on April 19 with the attack by the 8th Army. In the following days it was taken up along the whole front by the other armies of General Alexander's command; while the Allied forces maintained a devastating attack on the enemy's sea and air communications, on his airfields and on every vulnerable target. The Navy was no less active in attacking his sea communications. It would seem, therefore, that the fight this time will be to a finish, for the alternative of evacuating any large part of the Axis forces can hardly exist.

The struggle is, however, likely to be long and costly; for the enemy holds a fortress naturally strong and powerfully fortified. In it he has picked troops of the highest quality and they are certain to fight in a spirit of fanatical desperation. Moreover, the Allies will have to depend chiefly on their infantry and artillery, for the superiority in armour they now possess will avail them little. The terrain gives few opportunities for its employment. Air cooperation will, of course, be of immense assistance, but where so much cover for the defence is available it can only be really efficient if land attacks force the enemy into the open.

Progress during the final ten days of the struggle, though slow, has been highly encouraging. One after another the enemy's most fiercely held strong points have been taken and his main outer position has been weakened. Even when that is taken his citadel at Bizerta will remain to be captured; however confident we may be in the final outcome, initial successes achieved by the 8th Army should not raise premature hopes of rapid victory.

In Russia the lull in major fighting will probably continue till the beginning of May, but both sides are evidently preparing rapidly for a renewed offensive. With their better communications the Germans are likely to secure the initiative, except in the Kuban.

THE MIDDLE EAST

Before the Libyan campaigns are overshadowed by greater events to come, let us review their achievements and note some of the critical decisions taken and opportunities lost by the enemy. The achievements of Montgomery's 8th Army have been so outstanding that its campaign is sure of its place in military history, but we should not forget how much it owed to Wavell's Army of the Nile and to Auchinleck's 8th Army. The experience of desert fighting and the knowledge of the enemy's methods and armament which they acquired were invaluable.

Moreover, the great base organization on which Montgomery's success so largely depended had been steadily built up during the earlier campaigns. Montgomery's army had to break new ground and to adapt itself to many new circumstances, but the foundation had been well laid, even in the matter of close cooperation between land, sea and air forces which was brought to such perfection.

Wavell's campaign, considering the inadequacy of his resources and the fact that he was a pioneer, was in some ways the most brilliant of all, and it should not be underrated because he had a less formidable opponent than Rommel. His decision to take the offensive and his brilliant victory at Sidi Barrani decided the issue of the campaign just as did Alamein. The capture of Bardia and Tobruk were outstanding achievements, but it was the brilliant interception of the retreat of the remnants of Graziani's army by the Armoured Division that fully revealed the potentialities of mechanized troops in desert warfare.

How impossible it was for Wavell, with his small force exhausted and already with a long and inadequately equipped line of communication, to advance to Tripoli is clearly proved by the difficulties Montgomery had later to overcome. Any such premature attempt would have invited disaster; for, dominating as was the position Admiral Cunningham had acquired by his bold offensive attitude, he could not prevent the dispatch of reinforcements to Tripoli. Rommel's appearance was shortly to prove this, and Malta had not yet become an unsinkable aircraft carrier and an offensive base. Wavell had achieved his main object—the elimination of the immediate threat to Egypt; and by securing the airfields of Cyrenaica had rendered a service to the Navy.

Yet Wavell's success was due primarily to the bold decision of the War Cabinet to send him reinforcements of troops and material, ill as they could be spared after Dunkirk; and it was due to Admiral Cunningham's offensive attitude that an important part of them was able to take the Mediterranean route, thereby arriving at the critical moment. The fruits of Wavell's victory were largely sacrificed to the Greek campaign, and the enemy's capture of Crete deprived Admiral Cunningham of the dominating position he had established in the Eastern Mediterranean; but Tobruk, retained by another notable decision, held out, preventing Rommel from fully exploiting his success.

THE degree of success achieved by Rommel on his first appearance draws attention to the great opportunity Germany had lost. If Germany, with masses of troops and armour in excess of what she could possibly employ for the invasion of Britain, had decided to stiffen Graziani's army for the invasion of Egypt, could Wavell have successfully resisted the onslaught? Why did Hitler neglect the opportunity? Was it because he was confident that the war would be won in Britain, or was it because his General Staff, till Wavell showed them the way, did not realize the possibilities of mechanized desert warfare? Opportunities lost seldom recur, and I suggest we have here one of the major mistakes Germany has made.

Auchinleck's campaign, though by hard fighting it inflicted heavy losses on the enemy from which he never fully recovered, failed to come up to expectations at any time, and ended in disaster. I am convinced that Rommel had not foreseen and had not prepared for the invasion of Egypt; and, justifiably exploiting success, he drove his troops to exhaustion till they were brought to a halt by Auchinleck's reserves summoned from Palestine. With an immensely long line of communication he was then obviously in a dangerous position. Elsewhere I wrote at the time that I hoped he would meet the fate I was convinced would

EIGHTH ARMY IN SFAX received an enthusiastic welcome from the inhabitants of the town on April 10, 1943. This photograph shows a British tank passing through one of the main streets which is lined with civilians who delightedly cheer the entry of Gen. Montgomery's forces.

Photo, British Official: Crown Copyright

MONTGOMERY TO HIS MEN

On March 20, in a personal message before we began the battle of Mareth, I told you the Eighth Army would do three things.

Firstly, deal with the enemy in the Mareth position. That was done between March 21 and March 28; we took 8,000 prisoners. Secondly, burst through the Gabes gap. That was done on April 6. The enemy was so unwise as to stand and fight us on the Akarit position. He received a tremendous hammering; we took another 7,000 prisoners. Thirdly, drive northwards on Sfax, Sousse, and finally on Tunis. That is now in process of being done; and if we collect prisoners at the present rate the enemy will soon have no infantry left.

I also told you that if each one of us did his duty and pulled his full weight, then nothing could stop us, and nothing has stopped us.

You have given our families at home and in fact the whole world good news and plenty of it every day. I want now to express to you, my soldiers, whatever may be your rank or employment, my grateful thanks for the way in which you responded to my calls on you and my admiration for your wonderful fighting qualities.

I doubt if our Empire has ever possessed such a magnificent fighting machine as the Eighth Army: you have made its name a household word all over the world. I thank each one of you for what you have done. I am very proud of my Eighth Army.

On your behalf I have sent a message of appreciation to the Western Desert Air Force. The brave and brilliant work of the squadrons and devotion to duty of all the pilots made our victories possible in such a short time. We are all one entity—the Eighth Army and the Western Desert Force—together constituting **one magnificent fighting machine.**

And now let us get on with our third task. Let us make the enemy face up to and endure a first-class Dunkirk on the beaches of Tunis.

Our triumphant cry now is: "Forward to Tunis and drive the enemy into the sea."

BREAK-THROUGH AT GABÈS GAP. By March 31, 1943, the vanguard of the 8th Army, New Zealanders and men of the 51st (Highland) Division, were in contact with rearguards of the retreating Afrika Korps near Oudref, 10 miles N. of Gabes. This photograph, which was taken from an advanced observation post immediately after Gen. Montgomery's forces had broken through the narrow gap, shows our tanks and other vehicles moving forward in their northward advance.

Photo, British Official: Crown Copyright

have been Wavell's if he had attempted to reach Tripoli. My hopes were in due course confirmed, but I admit I had to wait longer than I expected.

Rommel no doubt expected that he would receive adequate reinforcements before a counter-offensive could be launched against him; but the Navy and the Middle East air force, taking full advantage of their offensive base at Malta and of Rommel's desperately long and restricted line of communication, saw to it that he was largely disappointed. Before he was strong enough to strike again, Alexander and Montgomery were in command of a force that had grown proportionally at a greater rate. Control of sea communications, even with enforced detours, had again vindicated its decisive importance.

RECONSTITUTED, re-equipped and given new commanders, but retaining many of its original constituents with their great records and wealth of experience, the 8th Army was again formidable. But before the processes of reorganization and re-equipment could be completed Rommel again took the initiative in the hopes not only of carrying his ambitious invasion plans to fruition but of anticipating the arrival of British reinforcements, which he must have known were still in passage. His attack, met by skilful and ingenious defensive tactics, was repulsed with heavy loss, and he had no option but to fall back to the naturally strong and heavily fortified position.

There he no doubt confidently expected to defeat attacks and possibly to deliver a decisive counter-blow. The mere fact that, in his withdrawal, after the failure of his attack, no counter-attack on a major scale was delivered against him may have increased his confidence and caused him to underrate his enemy. But Alexander bided his time till his preparations for the decisive struggle were complete, and in particular he awaited the arrival of Sherman tanks which would make good deficiencies revealed in Auchinleck's campaign. The story of the battle of Alamein needs no retelling.

The courage and determination displayed by the troops and the great skill with which every arm was employed to wear down the enemy's defence and to dissipate his reserves before the delivery of the final thrust, all contributed to make victory decisive. Only by deserting his Italian allies and by the speed of his flight was Rommel able to save the remnants of his army. Pursuit was amazingly rapid, but it could not keep pace with an elusive mechanized force which could travel by an intact road and leave mines on it to delay the pursuer.

Even air pursuit, which at first created havoc, was eventually out-distanced; for airfields, required by short-range aircraft, had to be captured and cleared by the land forces. Falling back on his depots and bases in Cyrenaica, Rommel's supply difficulties were less than those of the pursuit with its ever lengthening lines of communication, and he was also able, by picking up reserve equipment and personnel, to make good some of his losses. Pauses in the pursuit were therefore inevitable.

His flight had in fact become an orderly retreat. But by tempering the speed and vigour of pursuit with caution Montgomery gave his opponent no opportunity either for counter-offensive action or to make a protracted stand. The pursuit was certainly one of the major achievements of the 8th Army. The vigour and dash of the fighting troops, the skill and courage of the sappers in their endless mine-clearing task, and the ceaseless toil of the supply and maintenance services, in which the Navy and Air Force took a notable share, all contributed to produce a model display of sustained dynamic energy.

The battle of the Mareth Line and the Wadi Akarit, with which the role of the 8th Army as an independent force ended, served to give its commander a new opportunity to show his versatility and capacity to adapt methods to circumstances, and the troops to display their courage and tactical skill in whatever task was given them. These were actions in which boldness and promptness of decision and tactical initiative were even more essential than in the set piece of Alamein. To have fought two such engagements in quick succession and to have followed them by vigorous pursuit testifies to the thoroughness of the administrative preparations carried out during the pause after the occupation of Tripoli.

BEST IN THE WORLD

Britain's Eighth Army is the finest fighting force in the world today. It represents the most modern and the most powerful fighting unit to be found anywhere on the many chessboards of this world struggle.

The infantry is perfectly trained. It shows great fighting spirit, and its armament and equipment are better than those of any other infantry in the world.

The British artillery is well provided with excellent guns and it is splendidly organized. The British armoured units are among the best to be found anywhere.

The leaders and staffs of this army are carefully chosen and they have proved their worth on the battlefield. The cooperation between the R.A.F. and the land forces can serve as an example for any embattled nation.

Official Italian Report on the Battles of Mareth and Akarit, quoted by Rome Radio, April 14, 1943

Victors and Vanquished in the Tunisian Hills

WITH THE FIRST ARMY IN TUNISIA: 1, Gen. Anderson (left) and his A.D.C., Maj. Clarke (U.S.), confer with a Brigadier during the G.O.C.'s visit to the forward position of a famous county regiment. 2, Men belonging to a squadron of the R.A.F. Regiment ready for action with their 2-pounder anti-tank gun. 3, Some of the prisoners, mostly Austrians, captured during an infantry and tank attack on enemy-held hills N. of the Medjez-el-Bab road on April 7, 1943.

Photos, British Official: Crown Copyright

Doughboy Joins Tommy on the Road to Gabès

TUNISIAN LINK-UP. On April 7, 1943 news was flashed from Gabès to Gafsa that the U.S. 2nd Corps and the 8th Army had met near the Chemsi Mountains, 16 miles E. of Guettar. Top, American and British patrols welcome each other on the Gafsa-Gabès road, when a junction was effected between the two forces for the first time. Below, 8th Army men leave their trucks, Doughboys clamber from their tanks, and there is hearty hand-shaking and back-slapping. Helmets were temporarily exchanged, and, in the absence of beer, the historic meeting was celebrated with cigarettes and chewing-gum.

Photos, British Official: Crown Copyright; British Newsreels

Montgomery's Masterstroke at Wadi Akarit

After he was flung out of the Mareth Line by the 8th Army Rommel retired some forty miles to the north, where along the Wadi Akarit he made another stand—but not for long. The storming of this position by Montgomery's troops was generally hailed as among the finest achievements in the North African War.

TWENTY miles or so to the north of Gabès lies the Wadi Akarit. There is little to distinguish it from its fellows. It is just another watercourse: a raging torrent in winter and in summer a dried-up ditch. When a few weeks ago it was a battlefield it was still the springtime; and down the middle of the wadi ran a sluggish, dwindling stream, fringed on either side by mud, difficult for a man to cross and wellnigh impracticable for a tank. It empties into the Mediterranean, almost at the very middle of the Gulf of Gabès; from the shore it runs south-eastwards to a belt of salt-marsh lying to the north of El Hamma. Then the ground rises to the quite considerable heights of the Shott el Fejej.

GABES and El Hamma, of vital importance to the enemy, were occupied by the 8th Army on March 29, 1943. Twenty miles to the north lies the Wadi Akarit, the storming of which is here described.

It was on March 23 that Rommel was booted out of the Mareth Line. On Wednesday, March 31, General Montgomery's patrols were in contact with the powerful enemy forces holding the Wadi Akarit line. By the following Sunday Montgomery had brought up sufficient guns and ammunition for a forty-eight hours' bombardment. Then before it was light on Tuesday, April 6, the attack went in.

That an attack could be mounted on so huge a scale in so short a time was amazing; it reflects the very highest credit on the 8th Army's command and commissariat. But just as amazing was the fact that the attack was launched at night—and not a moonlight night either, but one that was pitch dark. Only troops at the very peak of training and battle experience could tackle successfully such a task; only a general supremely confident in his plans, and in the men who were his instruments, could venture on such a hazard. But Montgomery *had* the fullest confidence in his men, and in himself. Once again that confidence was to be justified to the full.

FIVE hundred guns opened the battle, splashing the enemy's hills with a hail of metal. Then at 4 a.m. British infantry, the last of whom had been brought up in position an hour before, moved up the foothills towards a gash in the mountain rampart between two hills, the 400-ft. Jebel Roumana, and "Hill 275," the 1,000-ft. Jebel Fatnassa. This gap, about two miles wide, was the 8th Army's main objective. The assault was witnessed by Lloyd Williams, Reuters special correspondent with the 8th Army. This is his picture of the scene:

While the infantry moved forward across the dark valley, artillery of the 8th Army kept up its mighty concentration of shellfire, aiming into the gap in the hills and on to the southern slopes of the mountains. A running line of angry red explosions began to move backwards over the enemy positions as the guns let go. For more than an hour shells fell steadily and heavily in hundreds and hundreds. For more than an hour the guns continued, and stopped only when the infantry swept into the hills.

From the rising ground in front of Rommel's line I watched this assault. Red and white lines of tracer bullets criss-crossed the valley, and now and again the rapid fire of machine-guns could be heard. Over the enemy lines Very lights rose and fell as our infantry pressed home their attack. German guns feebly answered the might of the 8th Army's barrage.

As darkness faded the battle increased in intensity, and when morning came the whole plain was chocked with grey smoke from shells. In the distance the brown hill of Roumana appeared distorted into fantastic shapes as our shells exploded round it. Hill 275 was wreathed in dust and smoke, and the highest peak—about 1,000 ft. high—seemed to be erupting like a volcano.

By this time British infantry were already nearing the summits of both these hills. High up from them came sharp flashes, while the bitter cold dawn wind carried the sound of machine-guns and mortars over the valley. As the sky lightened our tanks dashed forward to exploit the gap between the hills across the route prepared by our infantry. They rumbled over the hill, crossed the valley under shellfire, and as they disappeared from sight I saw them fanning out into an inferno of smoke and explosions.

British transport columns followed them, bouncing over the plain straight for the gap. More and more tank squadrons came along, disappearing into the pall of smoke. Anti-aircraft shells, bursting in the sky behind the enemy front lines, showed that bombers and fighters of the Western Desert Air Force were already on their job, attacking Axis guns and transports.

From the outset the attack went like clockwork. This was shown by the fact that the infantry who had been ordered to capture Jebel Roumana by 5.22 a.m. actually completed their task by 5.15 a.m. But not without hard fighting. Indeed the assault on these two vital heights by men of the 51st (Highland) Division was described as "one of the greatest heroic achievements of the war."

THEIR precipitous slopes intersected by deep wadis, the heights had been thickly strewn with machine-gun, mortar, and anti-tank gun emplacements, hewn by the defenders out of the solid rock. The Seaforth Highlanders and the Cameron Highlanders had to attack across two miles of meadowland (says Reuters) and were actually in the foothills when our barrage opened. When our last shell dropped they swarmed up the slopes and charged the defences. Within an hour both heights had surrendered and nearly a thousand Italian prisoners were streaming back. Aware that the positions were lightly held, the Germans put in a fierce and courageous counter-attack, and gave the men of the 51st Division an anxious time. At one moment the Seaforths could muster only 40 men. They called on clerks, the Intelligence Staff and orderlies to man Bren guns, to keep the enemy off; then held on until tanks and the Black Watch came to the rescue.

The extreme left flank was occupied by the 4th Indian Division—that gallant body of Punjabis and Rajputana Rifles, Gurkhas, Mahrattas, Baluchis, Garhwalis and Sikhs, with two or three battalions of British infantry as their tried and trusted comrades, who have been in every battle of the North African campaigns since they first went into action in December 1940. In the black of night they stealthily scaled a high massif, and surprised its garrison, destroying them without a shot being fired.

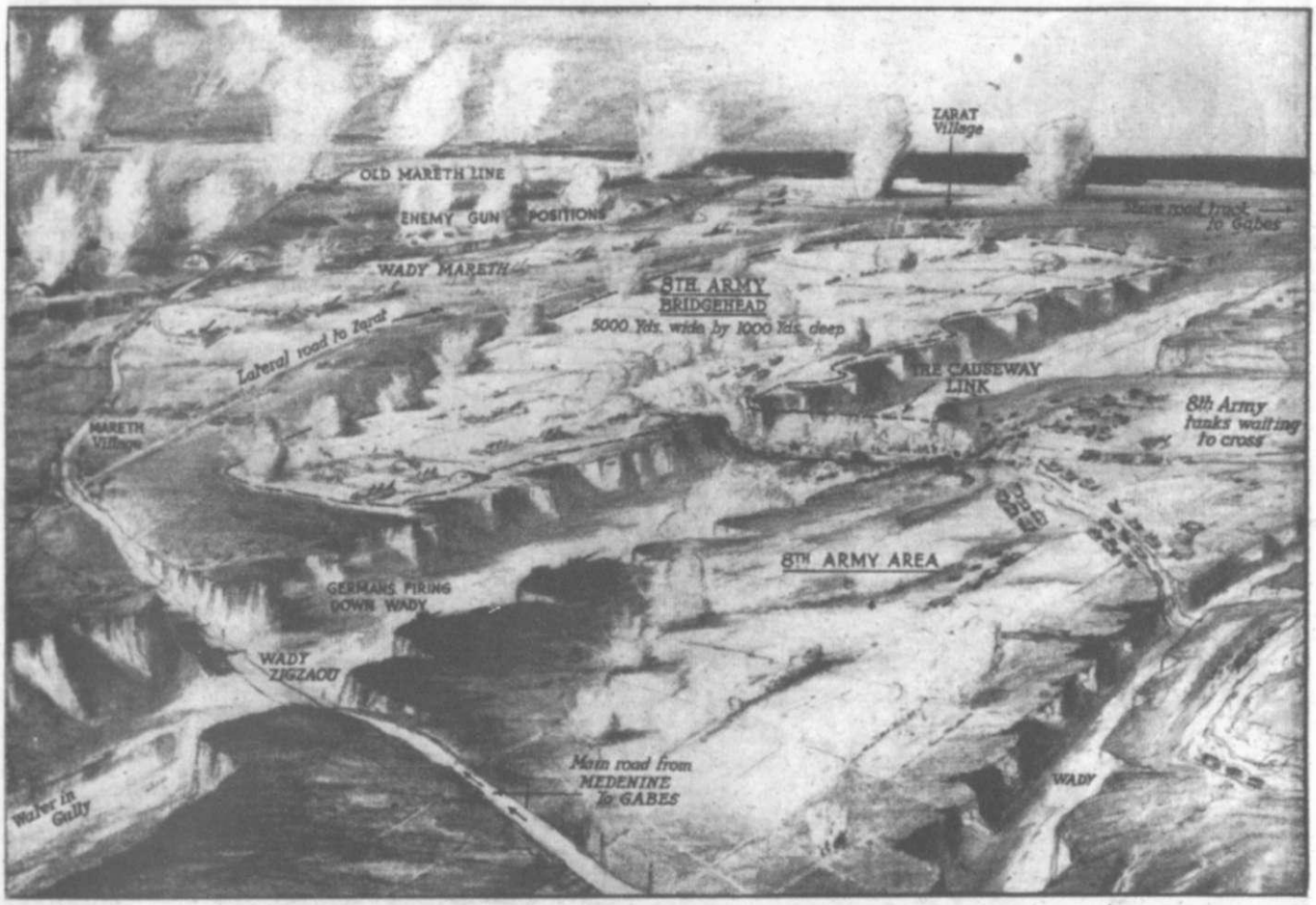
In the afternoon the Germans counter-attacked time and again, but every assault was repulsed with heavy loss. In fact the enemy had been decisively defeated, and during the night it became clear that they could not maintain their Wadi Akarit positions. Early on April 7 British mobile forces, having passed through the gap the infantry had won, started the pursuit. In the afternoon men of the 8th Army made contact with American forces operating from El Guettar.

ROMMEL was in no position to make a further stand. Closely pursued by the veterans of the 8th Army, attacked on his flank by Americans and French, threatened in the rear by the First Army—he hastened to withdraw from the great plain of Central Tunisia. Sfax was entered by the 8th Army on April 10, and the 1st Army were in Kairouan the same evening. Sousse fell two days later. Not until the attackers had reached Enfidaville did they come up against any really serious opposition. On April 12 it was announced that the 8th Army had taken 20,000 prisoners since the opening of the onslaught on the Mareth Line on March 20.

STORMING OF THE WADI ZIGZAOU, foremost defence of the Mareth Line, developed into a savage hand-to-hand fight that began on March 20, 1943, and was not finally concluded until eight days later (see page 718). This photo gives a vivid idea of the difficulties that confronted the attackers: men of the 8th Army show the cameraman how they scaled the steep sides of the Wadi.

Photo, British Official: Crown Copyright

How the Northumbrians Scaled the Wadi Walls



ROMMEL'S MARETH LINE DEFENCES constituted a fortress of tremendous strength, both natural and artificial; its principal features are shown in the upper drawing. Very noticeable is the deep Wadi Zigzaou, across which the 50th (Northumbrian) Division advanced under very heavy fire to establish a bridgehead deep in the heart of the enemy's lines. The Green Howards led the attack, some scaling the sides of the wadi with the aid of ladders (lower drawing). The main attack was delivered by the Durham Light Infantry, who did all that brave men could do to maintain the bridgehead. The engineers built a causeway of brushwood over the slippery mud of the wadi bottom, but this proved inadequate for the passage of more than a handful of British tanks. Eventually, on March 22 Rommel brought up his armour, and, despite their determined resistance, the Durhams were forced back across the wadi. But only a few days later the Northumbrians swept forward again, this time victorious (see pages 700 and 718).

Drawings by Percy Home and E. Byatt, by courtesy of The Sphere

H.M.S. INDOMITABLE, one of Britain's largest and most powerful aircraft-carriers, was begun in 1937, and belongs to the Illustrious class. She has a displacement of 23,000 tons and a complement of 1,600. According to details published when the Indomitable was laid down, her length is 753 feet and she carries sixteen 4·5-inch guns. The Indomitable played a leading part in the N. Africa landings last November, and achieved a fine record in the Mediterranean. In August 1942 she was one of the carriers protecting the famous convoy to Malta. This powerful vessel also carried fighter-planes to Malaya and Ceylon. She is equipped with Seafire fighters and Albacore torpedo-bombers. Some of the latter are here shown ranged on the flight-deck. Capt. G. Grantham (inset) commands the Indomitable. *Photos, Planet News*

THE WAR AT SEA

by Francis E. McMurtrie

It is some time since any heavy sea fighting was reported in the Solomon Islands area. Indeed, the last action which could properly be termed a battle took place on the night of November 30-December 1 last. The official name for this action was the Battle of Lunga Point. It was the outcome of a desperate attempt by the Japanese to run reinforcements through under cover of darkness to their hard-pressed forces in Guadalcanal. Not only were many transports sunk with troops on board, but the enemy lost six destroyers on this occasion. The only American loss was the 9,000-ton cruiser Northampton.

Operations since have been mainly confined to the air, though they have involved naval losses on both sides. Thus the United States Navy had the heavy cruiser Chicago and two destroyers torpedoed by enemy aircraft, while the Japanese have had six cruisers and as many destroyers sunk by air attack.

In spite of their losses the Japanese are believed to be massing forces for a fresh attempt to pierce the Allied defences in New Guinea and the Solomons, with the ultimate object of invading Australia. There is always the possibility that the next serious approach may come from a fresh quarter; such as Timor, for example. That the Commonwealth Government view the position with considerable concern is apparent from the warning words of Mr. Curtin, Dr. Evatt and other Australian speakers.

It is pointed out that so long as Japan controls the sea lines of communication between her home bases and the conquered territories to the north of Australia, very large forces can always be concentrated at some selected point beyond bomber range, such as Truk, in the Caroline group, and directed to the attack whenever the enemy thinks fit. In short, until the main Japanese fleet has been definitely defeated the danger will remain imminent.

PREPARATIONS for Heavy Blow at Japanese Sea Power

Fortunately the United States Navy is increasing in strength almost daily, and the numbers of ships of all classes available for service in the Pacific must be very much greater than, say, six months ago. That the Japanese can add to their strength in similar measure is beyond belief, for their shipbuilding resources are definitely limited; moreover, a great part of those resources must be fully engaged in making good the steady depletion of the Japanese mercantile fleet, which has lost a serious amount of tonnage not only in the Solomons operations but also through the activities of American submarines. There are probably twice as many of the latter in service as there were a year ago, so enemy shipping losses are likely to go up rather than down in future months.

When the time is ripe it may be expected that the U.S. fleet in the Pacific will make a forward move. Whether this move will come from the Solomons or from some other direction it is useless to speculate; but one of the first requirements for such an undertaking is a strong force of aircraft-carriers. In October last the loss of the Hornet reduced the number available to three—the Enterprise, Ranger and Saratoga. But since that date several new ones are believed to have been completed, including the Essex, Lexington, Bunker Hill, Independence, Princeton and Belleau Wood; and at least five more have been launched and are nearing completion. It may therefore be inferred that preparations for striking a heavy blow at Japanese sea power are well advanced.

Suggestions continue to be made that the German warships which have been stationed in Norwegian waters for some twelve months past may be preparing for an incursion into the Atlantic, with the object of wiping out a convoy or two. Thus it is argued that the 40,000-ton battleship Tirpitz, the 26,000-ton battleships Scharnhorst and Gneisenau, the heavy cruisers Admiral Hipper and Prinz Eugen, and the aircraft-carriers Graf Zeppelin and Peter Strasser might well be employed in company as a squadron for this purpose.

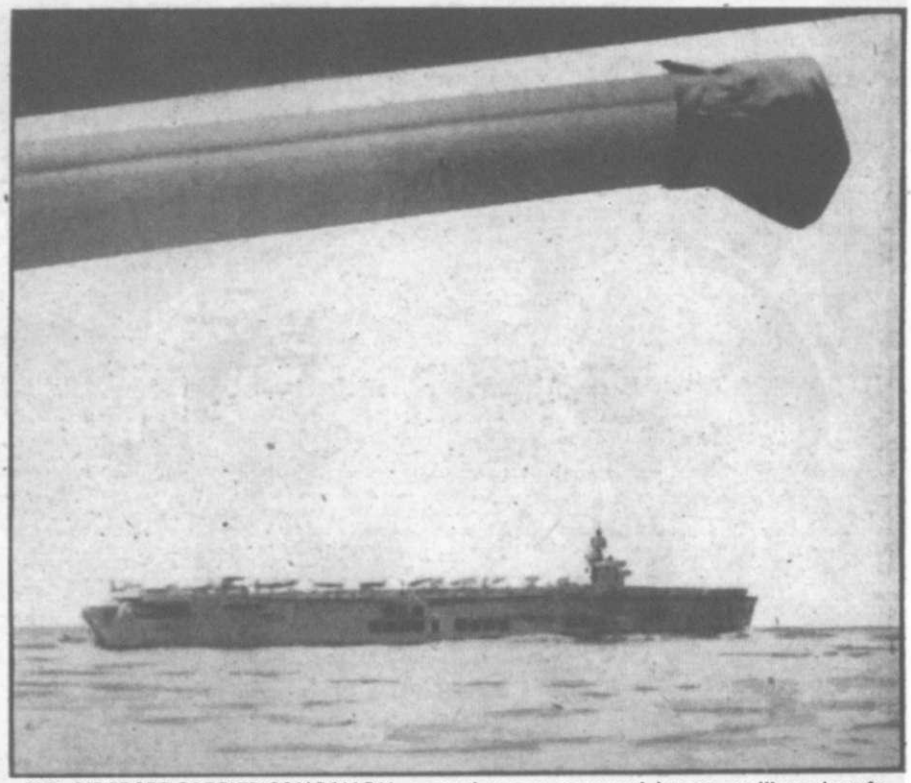
The prospects of such an enterprise succeeding today are far poorer than they were when the Bismarck and Prinz Eugen made their sortie in May 1941. Not only should our present resources place us in a much better position to observe the movements of German naval forces than we were then, but our naval strength is decidedly greater. A squadron of seven ships would require much more in the way of supply vessels than the six which the enemy sent out for the benefit of the Bismarck and her consort. Preparations on such a scale could hardly fail to become known.

So far as can be ascertained, neither the Scharnhorst nor the Gneisenau has left the Baltic. Moreover, it is doubtful if the latter ship has completed the big refit rendered imperative by the torpedo damage received when six Swordfish aircraft of the Fleet Air Arm attacked her in the Straits of Dover over a year ago. She has indeed been undergoing what almost amounts to reconstruction in the dockyard at Gdynia, the Polish port seized by the Germans in 1939.

Though the Graf Zeppelin is believed to have been completed, she has never ventured out of the Baltic, and it looks as though she had proved a failure, or surely some use would have been made of her before now. She was launched as long ago as December 1938. Her sister ship, the Peter Strasser (named after the officer who was in command of the German airship force in the last war), has not yet been put into service, and may not even have been launched, affording additional support for the belief that the Graf Zeppelin is regarded as a white elephant

U-BOAT the Most Promising Weapon Left to Dönitz

My own belief is that, while the Commander-in-Chief, Grossadmiral Dönitz, would have no objection to sacrificing any of these ships if he saw any possibility of using them to advantage, he has come to the conclusion that they are of very little value to Germany, except possibly for attacking convoys bound for North Russia. It is known that the officers and men of the ships in Norwegian waters have been warned that they may be called upon to undergo training for submarine service. Dönitz is a fervent believer in the U-boat as the most promising weapon left to him, and he may be expected to subordinate everything else to its use.

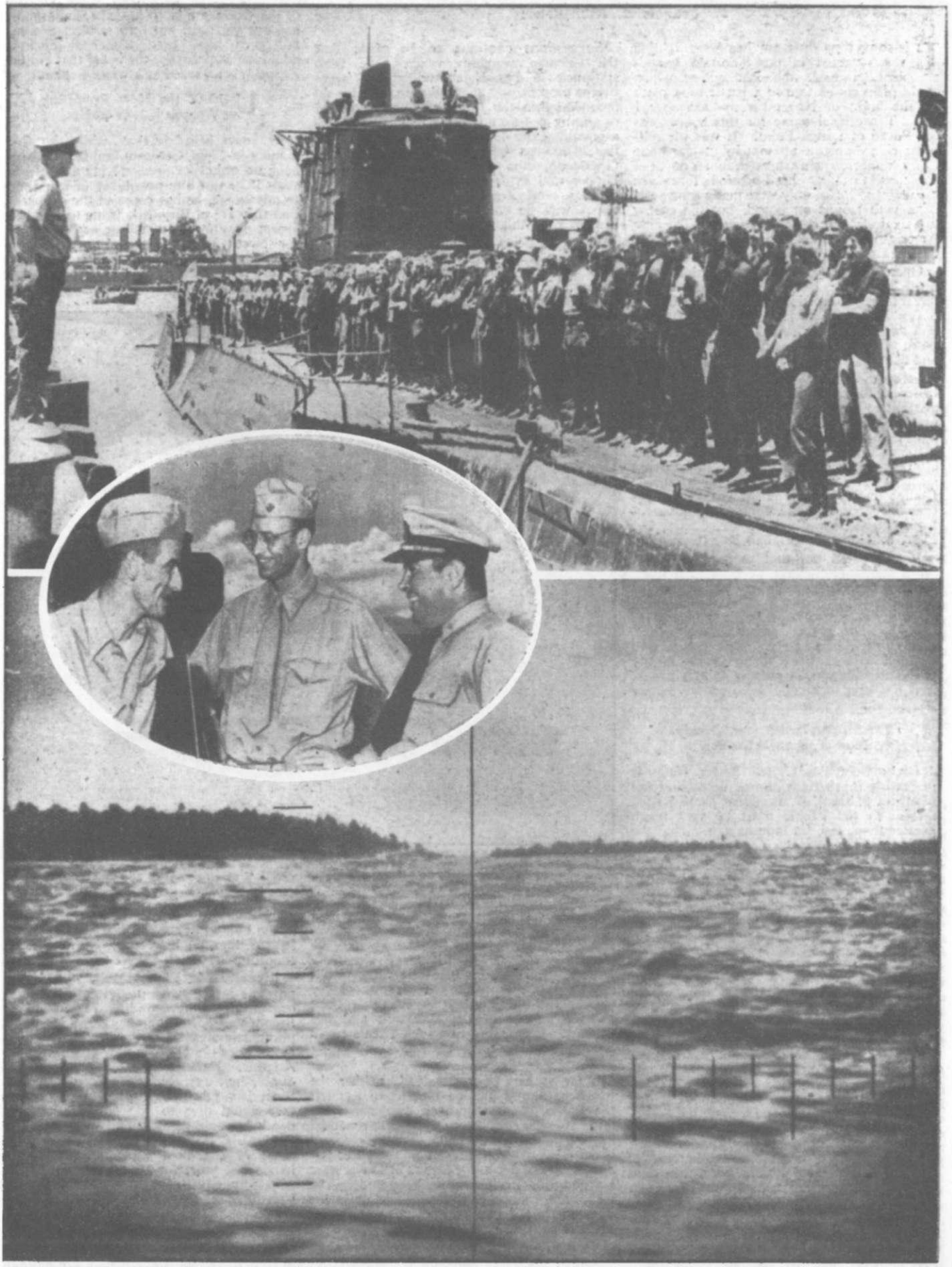


U.S. AIRCRAFT-CARRIER SANGAMON, a merchantman converted into an auxiliary aircraft-carrier, is here seen under the protecting guns of a heavy cruiser as she steams ahead with an American Navy task force. Converted merchantmen are playing a vital and increasing part in carrying planes which can be launched for the protection of convoys. *Photo, Associated Press*

Recently Mr. Elmer Davis, who holds a position in the United States Government organization corresponding to that of Mr. Brenden Bracken here, gave a somewhat pessimistic account of the capabilities of the majority of the U-boats now operating in the Atlantic. He stated that they were of the double-hulled type, with considerable capacity for resisting depth-charge explosion, and that they could dive to 100 fathoms, at which depth it was difficult to reach them. These particulars do not altogether accord with those of a U-boat which fell into British hands last year, for she was of saddle-tank (single-hulled) design and would be comparatively vulnerable to depth-charge attack.

In any case the depth which they can reach will not affect the fact that so long as they are kept under the surface they are more or less impotent. It is for this reason that the presence with a convoy of numerous scouting aircraft is so valuable.

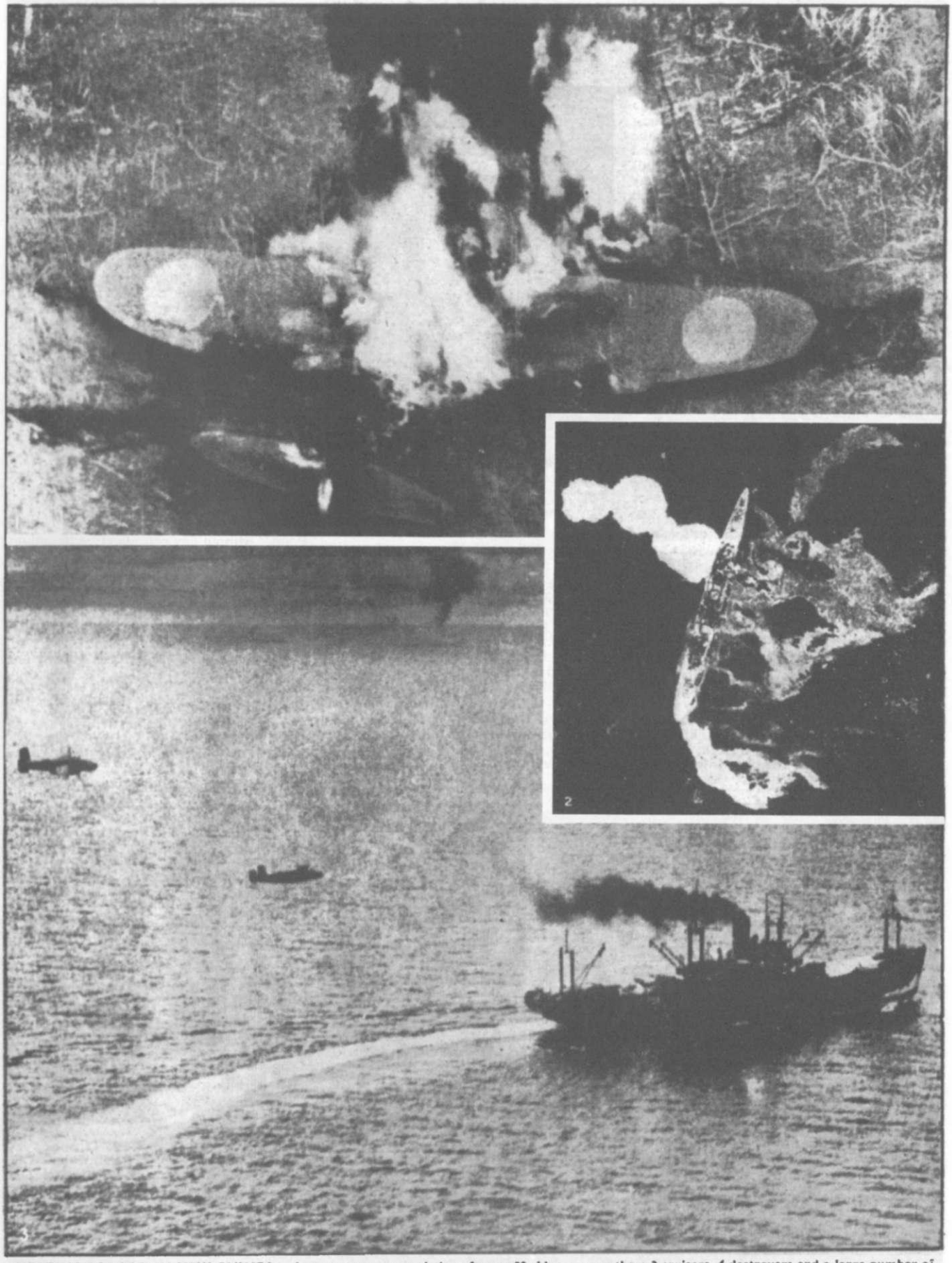
Daring Submarine Raid on Jap-held Makin



RAID BY U.S. MARINES ON MAKIN ISLAND (Gilbert Isles) in the Pacific on Aug. 17, 1942 resulted in a seaplane base being wrecked. Makin Island was occupied by the Japanese on Dec. 10, 1941. Top, Marines lined up on the submarine which took them to their objective. Inset, Lt.-Col. Carlson (left), leader of the raiders, Maj. J. Roosevelt (centre), his second-in-command, and Lt.-Cmdr. Pierce, skipper of one of the submarines. Below, the Marines' first glimpse of Makin through their escorting submarine's periscope.

Photos. Keystone. Central Press

Bismarck Sea Was a Disaster for the Japanese



HEADING FOR LAE, IN NEW GUINEA, a Japanese convoy consisting of some 22 ships, among them 3 cruisers, 4 destroyers and a large number of transports, was attacked by U.S. and Australian aircraft on March 2 and 3, 1943. The convoy was dispersed, isolated, and then virtually annihilated, not one vessel reaching its destination. The Japs tried to protect their ships with an air umbrella, but lost some 70 planes. 1, Zero fighter destroyed on the ground at Lae. 2, Jap destroyer set on fire by Allied bombs. 3, Medium bombers swoop on one of the transports while another enemy ship burns on the horizon.

Photos, New York Times Photos, Central Press

There's Now a West Point Over Here

Everyone has heard of the United States Military Academy at West Point, New York ; since it opened in 1802 it has trained many thousand highly educated and efficient officers for the U.S. Army. This article by LEIGH M. SCULLY describes another and much younger "West Point"—one which the War has caused to be established "somewhere in England."

SERGEANT NORRIS NEVILS has been selected and is just starting his training as an officer. He is 30, his home-town is at Charleston, South Carolina. He used to be swimming and diving instructor at Miami Beach, Florida, and among his best friends is Johnny Weissmuller. But that's not why Sergeant Nevils and 64 other men with him are the centre of attraction. The reason is that he's among the first members of the United States Forces in Europe to train as an officer at "West Point Somewhere in England." And that's of vital interest to everybody in Britain, because it is positive proof that the expansion of the United States Forces in Europe is so big that now new officers have to be found from the ranks of the men serving here.

West Point, the U.S. officers' training college in America, is famous all over the world, chiefly because of Hollywood interpretations of it. But at this "West Point" of England, young and old soldiers, from the sunny beaches of Miami to the crowded streets of New York City, are going through a three months' course packed into which is the military, tactical and toughening training which America's West Point spreads over four years.

The curriculum is divided into four sections: Weapons, tactics, general subjects and specialized subjects.

IT is not sufficient for candidates to know all about—and how to operate—every pattern of American rifle, light and heavy machine-gun, anti-tank gun, mortar and grenade ; they must also know all about British arms.

On the tactical side the candidates learn to command soldiers, squads and units up to battalions. Under this heading, too, are aircraft identification and combat drill. Daily calisthenics, toughening over a 450-yard obstacle course eight times a week, hand-to-hand combat, forced marches from four to 23 miles, night problems for scouting and patrolling—these are other means of turning out better than the best.

BRIG.-GEN. BENJAMIN O. DAVIS, referred to in this page, is the highest ranking coloured officer in the U.S. Army. He serves with the American Command in Britain.
Photo, Associated Press

Here is a typical day's work. Reveille at 6.30, parade ; 7.15, breakfast ; 8.0, classroom, when talks on various subjects are given by trainees ; lectures until noon, lunch ; 1 p.m., drill ; 2 p.m., obstacle course, cross-river bridge building ; then weapons class until 6 p.m. ; dinner ; 7 p.m. to 9 p.m., study for the next day's subjects. Bed at 10 o'clock, tired but still enthusiastic.

This goes on for six days of the week. Some of the men have to polish up subjects on Sunday. And there is no leave in the whole three months !

Colonel Walter Layman, Commandant of the training centre, believes in living as his students do. He has no orderly, and relies on an alarm clock to awaken him. The other day he had a guest, and the colonel promised to wake him early.

The guest was roused by a knock on the door. "Five-thirty," called the colonel. The guest looked at his watch and saw it was only 12.10 a.m. Half an hour later there was another knock, and the colonel asked : "Are you ready ?" The guest protested that Colonel Layman had made a mistake, that the time was not 5.30 but 12.40. The colonel called a major and asked the time. The major confirmed that the guest's watch was right. The colonel had bathed, shaved and was fully dressed. He even had his gloves on. He went back to bed, but was up again at 6 a.m.

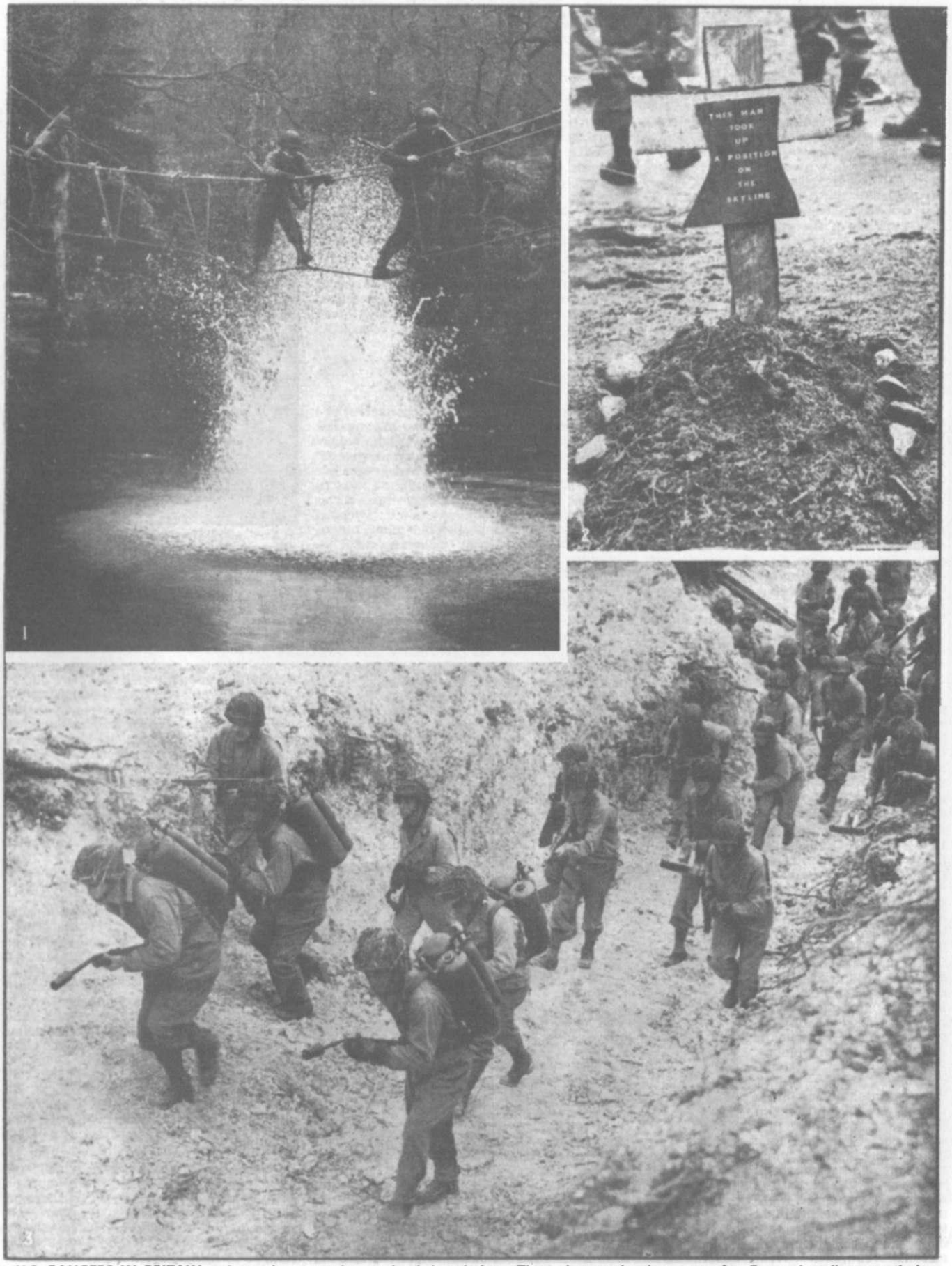
OF the 65 men now training at "West Point," 14 are coloured soldiers. They were chosen by the only negro General in the U.S. Army, Brig-Gen. Benjamin O. Davis. A list of 84 men was put up to Davis, and the 14 now at "West Point" are the pick—not only fine strapping fellows but also A.1. in mental ability. One was a law student, another a doctor, before the War. They all work with their other colleagues at "West Point" without any consideration of colour.

At the original West Point there is a magnificent chapel with stained glass windows in which are depicted mottoes for each phase of training. At this "West Point" the young officers attend a village church that is similar to the one in the film Mrs. Miniver.

The only motto they have is on a banner fixed with drawing pins to the wall above Colonel Layman's fireplace. It reads *Melior Quam Optimus* (Better than the best). Col. Layman explained this by saying: "We've got to turn out officers who know more, can take more, and are better leaders than Germany can produce. To be as good is not enough."

U.S. FORCES IN BRITAIN are very well catered for. In London a palatial club has been organized in Curzon Street, under the direction of the American Red Cross ; Left, troops find the Club's post-office extremely useful. To house the ever-growing U.S. Army in this country the American Corps of Engineers has erected a number of camps throughout Britain : Right, interior of one of the comfortable huts at a camp in the Home Counties.
Photos, Topical Press, L.N.A.

American Troops Learn from British Commandos



U.S. RANGERS IN BRITAIN undergo the most rigorous battle-inoculation. These photographs show men of a Ranger battalion recently in training at a Commando depot of British Combined Operations Command in Scotland. All equipment used in these exercises is American. 1, Mines explode as attacking troops cross a river by means of a toggle rope bridge. 2, Serving as a warning to the foolhardy, the grave of an imaginary victim bears the inscription: "This man took up a position on the skyline." 3, Flame-throwers advance for a final assault on an "enemy" hedgehog position.

Photos, Central Press Photos, Associated Press, New York Times Photos

General Montgomery—The Man as I Know Him

"As a member of my Staff for some years I may claim to know Gen. Montgomery well, both professionally and as a friend," writes MAJ.-GEN. SIR CHARLES GWYNN, K.C.B., D.S.O., and in this intimate pen-portrait our distinguished contributor throws revealing light on the personal characteristics of the man who inspires and brilliantly leads the triumphant 8th Army.

MR. CHURCHILL does not often choose the wrong word, but for once I think he made a mistake when he spoke of General Montgomery as "that Cromwellian soldier." The Press not unnaturally followed suit, for it is always ready to stick a label on any sailor, soldier or airman who suddenly steps into the limelight. Should he already have a nickname, that provides easy copy; and to invent one is not difficult. But thumb-nail portraits of the new star are apt to be misleading caricatures.

First impressions produced on the general public, including politicians, are liable to persist, sometimes with unfortunate results. Kitchener was a sufferer in this respect; he was labelled as a formidable, unapproachable, inhuman person. Formidable he certainly was, but those most closely connected with him have testified that he was remarkably easy to work with and neither inhuman nor unapproachable. He was also labelled as a great organizer, whereas he was essentially a great improviser with remarkable intuition, rather than an organizer in the ordinary sense. As a result many approached him with nervous suspicion and his reputation as an organizer led to many misunderstandings.

BEFORE General Montgomery reaches even higher positions than that he now occupies I should like to try to correct any false conception of his characteristics. As a member of my Staff for some years I may claim to know him well, both professionally and as a friend. Of his professional attainments it would be out of place for me to speak in any but general terms. From the position he held he was bound to be a keen, highly trained officer; but at the time I am speaking of it was impossible to form any clear conception of what armies of the future would look like, or of the nature of the operations they would be engaged in, or of how officers would adapt themselves to developments. Speculation there was, but there were no data to provide a basis for definite conclusions. Still less was it possible to forecast the careers of even the most brilliant of the rising generation of officers outside the narrow avenue of normal peacetime promotion.

Professionally, the most I can claim is that I valued Montgomery's opinions and felt little doubt that given opportunities he would rise to the occasion. His main interest in life was quite obviously his profession, but his approach to its problems was not heavy-footed. Criticisms, the courses of action he proposed to take, or the views he held were incisively and concisely expressed in short phrases, sometimes epigrammatic and touched with humour. His outlook was, I think, essentially practical, and he was more concerned with the Army as he knew it or as it had reasonable prospect of becoming, than with armies whose composition and armament were still entirely of a speculative character. Like most of us he realized that tanks, aircraft, and other important developments of mechanization held great possibilities, but that did not shake his faith in his own particular arm of the service—the infantry.

He was not a fanatical believer in any particular weapon or theory, but was interested mainly in the co-ordinated development of the Army as a whole, with unprejudiced introduction of such weapons as science placed at its disposal. He was, in fact, no specialist, but a general practitioner who, though he had not lost faith in old-fashioned remedies, was well abreast of the times and always ready to call in the specialist. I was not surprised to hear that he was commanding a Division in France, but I was surprised, though glad, when his appointment to the command of the 8th Army was announced. I had not realized that his qualities had been so fully appreciated. That he has exceeded my own expectations I admit, though I was confident that Mr. Churchill had collected a first-class team.

ALERT in Mind and Body, Lighthearted in Spirit

OF Montgomery's personal characteristics I am better qualified to speak. Anyone less like my conception of a Cromwellian soldier I can hardly imagine. That he drank water at dinner I had noticed, but whether on principle or by preference I did not inquire; and he certainly did not impose his principles on his own guests. I also knew that he attended Church regularly; but so did many others, and if he had strong religious views he certainly was not censorious of the less devout nor did he seek to convert them. But it was even more in his general characteristics that he did not come up to my conception of a Roundhead.

There was nothing ponderous about him, and the impression he particularly gave was of alertness in mind and body and of lightheartedness. Judging from published photographs and from his recorded sayings and actions, he apparently retains these qualities. Physically active, he was a better than average games player, especially at those which, like tennis and squash racquets, require quickness of foot and a sense of anticipation. Perhaps because the effects of wounds made it inadvisable for him to over-exert himself he took his games lightheartedly, but with his sense of anticipation he was difficult to catch on the wrong foot. Golf he refused to take seriously.

GEN. MONTGOMERY attending a show of the "Balmorals" concert party of the 51st (Highland) Division in Tripoli last January to celebrate the 8th Army's victory. Here we see him enjoying the famous troupe's performance.
Photo, British Official: Crown Copyright

LADY MONTGOMERY, mother of the 8th Army's commander, photographed in the garden of her home at Moville, County Donegal, Eire. Gen. Montgomery's father was Bishop of Tasmania. *Photo, Planet News*

Successful people are always targets for criticism, and the censorious have expressed themselves shocked at the tone and wording of his messages to his Army. They have been termed bombastic and undignified, ignoring their intention or how far they were adapted to fulfil it. That they were bombastic in a personal sense is, I think, a ridiculous suspicion and they clearly made no attempt at dignity—with which I do not think General Montgomery is much concerned; at any rate they were not pompous—a common failing. Surely their intention was obvious. They were not merely exhortations to fight hard; they gave to all ranks of the Army a clear picture of the scope of their task. It was not only to defeat the enemy in one battle and thus remove the immediate threat to Egypt, its full object was to destroy or drive Rommel out of Egypt altogether.

NOW that, I think, was important, for at the time public opinion in Egypt was gravely and mainly concerned with the vital and pressing problem of local security. It would not have been surprising if that feeling had had its influence on the Army, or if it had resulted in some slackening up after the security of Egypt had been ensured. Montgomery's messages seem to me well calculated to defeat any such tendency, to define clearly in language easily understood what the object was, and to infect all ranks with the drive and energy of their leaders. The message in fact broadcast Mr. Churchill's instructions to General Alexander in terms that would appeal to the troops and perhaps touch their sense of humour.

I should imagine they had less effect on the conduct of the troops in the battle of Alamein than in the sustained and wearisome effort of the pursuit. The troops knew what was required of them and there was no slackening off. In the last war, most notably perhaps at Suvla Bay, the troops very often knew little of the purpose of the operations they were engaged in and their interest seldom extended beyond the limited objectives that were made known to them.

Photo, Bassano

He Rules the Mediterranean Skies

Leader of the new Mediterranean Air Command, Air Chief Marshal Sir A. W. Tedder was seconded from the Army to the Royal Flying Corps in 1916 and, after seeing much service in France and Egypt, transferred to the R.A.F. three years later. In between the Wars he held a number of Air commands, the most recent being that of Air Officer C.-in-C. R.A.F. in the Middle East.

Gabes Greets the Conquering Heroes

Following the storming of Rommel's positions at Mareth and Wadi Akarit, the 8th Army swept across the Tunisian plain with irresistible élan. Everywhere the population gave the victors a great welcome. In Gabès girls wearing the colours of the Fighting French presented General Montgomery with bouquets of flowers, while some strove to shake the hand of the great captain who had delivered them from the ruffianly invaders.

Photos, Br... ...ish Official: Crow... ...Copyright

Ovation for Montgomery and His Men

Down the main street of Gabes, the Tunisian township on the Mediterranean shore that fell to the 8th Army on the morrow of their capture of the Mareth Line, marches a Black Watch battalion of the 51st (Highland) Division, their pipers making martial music in the van. Good reason have they to swing past with such forceful pride. Have they not avenged in overrunning measure their brother clansmen who fought to the bitter end in France?

Victory Wings in the Tunisian Air

Photos, British Official: Crown Copyright

Air power working in perfect combination with the forces on the ground put the crown on the Desert Army's triumph in the battles for Tunisia. Hurricanes presented to the R.A.F. by the great Indian State of Hyderabad are seen in the upper photograph flying above a North African village. Below, a parachute being retrieved by men of the R.A.F. mobile parachute packing unit now in Tunisia.

VIEWS & REVIEWS Of Vital War Books

by Hamilton Fyfe

Tragic Story of the Tanks

BY far the most interesting pages in the history of modern warfare are those which tell of the development of tanks. They were called so by mere chance. When General Swinton was writing in 1915 a report of a conference about what were then known as "landships," he wanted to use some word that would disguise what they really were. He thought of "cistern," and "reservoir," because they looked something like that. Then "tank" occurred to him. It was written down, and it stuck.

That conference was on Christmas Eve. Fifteen months earlier General Swinton had proposed to use caterpillar tractors with enclosed armoured cars carrying guns as a means of destroying machine-gun nests. He was then "Eye-witness," appointed by Headquarters in France to supply the British Press with news of the war. Capt. J. R. W. Murland, who has produced a most instructive little book, The Royal Armoured Corps (Methuen, 7s. 6d.), is not quite accurate in saying that "at the beginning of the last war no newspaper correspondents were allowed in France." I was there from the beginning, in August until October 1914—so long as the mode of fighting was mobile. I was not authorized, it is true. Indeed, Lord Kitchener said if he could catch me he would have me shot. This was just after he had announced in the House of Lords that no war correspondents were in the field, and had read next day in the Daily Mail a page dispatch from me about the arrival of the first trains of wounded at Rouen. He was naturally annoyed.

WHEN trench warfare clamped the armies down, I could no longer operate on my own. I was sent to Russia. Col. Swinton, as he was then, was left for a while to furnish the newspapers with such little bits of information as Headquarters would let him send. He did not send anything about the possibility of overcoming "the almost insuperable obstacle" of the enemy's trenches, wire and machine-guns by building a new weapon that would cross trenches, take no heed of wire, and crush out machine-gunners. But he did forward the suggestion to the War Council and the Committee of Imperial Defence. Lord Kitchener pooh-poohed it. Even when the idea had had time to sink in, and after he had seen these new weapons in actual use some months later, he sneered at them as "pretty mechanical toys."

Very different was the impression they made on Mr. Churchill, then First Lord of the Admiralty. He had seen during his expedition to Antwerp in October 1914 how useful armoured cars were and how vastly more useful they could be if they went across country and made their way over trenches. At once he saw the possibilities of the Swinton suggestion. He told Mr. Asquith, the Prime Minister, when he found that nothing was being done about it, that "it was extraordinary the Army in the field and the War Office should have allowed nearly three months of warfare to progress without addressing their minds to its special problems." He did not stop at that either.

He formed an Admiralty Landship Committee; Royal Naval Air Service officers at once began making experiments.

All through the early stages "the attitude of the War Office" was, Capt. Murland says, "painfully clear." It opposed the tank by every means in its power. It had had in its possession since 1912 a plan for a fighting vehicle with caterpillar tracks, but had put it away and forgotten all about it. When the author of this plan turned up in 1919 and claimed from the Royal Commission on Awards to Inventors some recognition of his foresight, the War Office pretended never to have heard of him and only "under pressure" produced his papers. By this time the invention had got far beyond what had been in his mind when he made his blueprints.

But, in spite of good results obtained, the War Office still obstinately obstructed the production of tanks. Sir Albert Stern, who was in charge of certain experiments, gave an order for 700 engines when he was satisfied that the right type had been designed. The War Office "disapproved strongly and had the order cancelled." Colonel Stern fortunately persisted and increased the order to 1,400. Not till eight months later was this officially recognized; and, as that was in October 1917, it is unlikely that, but for Sir Albert's firm action, any of the tanks would have been ready when they were needed for our advance in 1918. He actually got them into production before the official O.K. came through.

Here is another instance of the military mind's reaction to the new weapon—or ought I to say the cavalryman's mind, for at the War Office the highest posts were nearly all held by cavalrymen? Of course, *they* hated the deposition of the horse. They clung to the traditions in which they had grown up. They knew nothing about machines and heartily disliked them. So, when Sir Ernest Swinton submitted in March 1916 a set of rules (elementary enough) for tank fighting, they tucked it away and did not even send a copy to the Tank Corps Staff in France. "It was November 1917 before the use of tanks was governed by these now obvious precepts."

FOR ten years, 1928–1938, the conversion of cavalry regiments into armoured car regiments was held up. Then a fresh lot under Lord Gort and Mr. Hore-Belisha were given control of the Army, and mechanization was wholesale. But "no one can doubt that ten years was too long a delay." If our policy had been more progressive, we should have been able to start the War with a very large number of highly-trained men and more tanks. That might have made all the difference in France in 1940.

The points that had to be considered in designing tanks were chiefly three: thickness and weight of armour, speed, and fire-power. As quickly as the "ironclads" were launched when wooden ships went out, new and more penetrating shells and torpedoes were produced. So at equal pace with the clothing of tanks in steel plates went the improvement of guns to pierce those plates. That sort of thing has happened since the first ages of organized war. Attack and defence have been elaborated side by side. Tanks have therefore been getting heavier. Light tanks are obsolete. "No tank can be sufficiently protected and yet remain in the light category." We may yet come to the landship a hundred feet long, weight 1,000 tons, wheels 40 feet in diameter, three turrets with two quick-firing naval guns in each, and 300 shells to every gun. That was proposed in 1914 by an officer of the Royal Naval Air Service named Heatherington.

Of the much-debated Churchill tank Capt. Murland remarks drily that "its origin cannot be traced to any previous design. Very heavy armour and a powerful armament increased its size and weight above those of any contemporary British machine." But reports from North Africa have been showing that in its very much altered and improved condition it has done well. It must be remembered, too, that it was "put straight into production off the drawing-board" at a time when we needed tanks very urgently indeed. Capt. Murland does not mention this, but after Dunkirk (Mr. Churchill told the miners on Oct. 31st 1942) "we had not 50 tanks, whereas we now have 10,000 or 12,000."

Though many units of the Royal Armoured Corps have seen distinguished action in the North African campaigns, the Great Tank Battle that has been so often predicted has not been fought so far. The author thinks it will be when we invade the Continent. "This will be the armoured battle which future historians will point to as the culmination of tank design and development." We need not fear, when it comes, for either our machines or for the men inside them.

BRITISH MARK VI B TANKS which went to France with the B.E.F. in 1939. Compare these fragile, 6-ton armoured vehicles with their formidable successors operating in Tunisia to-day. "Light Tanks are obsolete" says the author of The Royal Armoured Corps, dealing with tank development, which is reviewed in this page. *Photo, British Official: Crown Copyright*

Military Camouflage Is a Very Fine Art

To keep the enemy from seeing what he would very much like to see is obviously a matter of supreme importance, and calls for the expenditure of immense ingenuity and effort. In this article ALEXANDER DILKE gives some little-known and seldom appreciated details of the work that is performed by our "Deception Corps."

THE Eighth Army fighting in Tunisia is having to learn new disappearing tricks. The camouflage that was so immensely successful in concealing men, guns, and vehicles behind the El Alamein line does not serve when sand gives place to a greener landscape. The principles of deception remain the same, however, and the experts, who, by developing desert camouflage to its highest pitch, completely deceived Rommel about the position of the Eighth Army's reserves, can have no difficulty in adapting their materials and methods to a different landscape.

These men include a famous magician, a noted biologist, who is the author of a standard book on the protective colouring of animals, theatre and film scene painters, and others whose peacetime work is the harmless deception of the public. Farther north Major Godfrey Baxter "stage-manages" the Army soldiers and vehicles as once he stage-managed the chorus and scenery of the famous Glyndebourne Opera.

Tunisia is greener than the Western Desert, but presents problems in camouflage hardly less difficult, for the plains are almost treeless—which means that everything in the open has to be camouflaged. It also means that a great deal of work has to be done at night. It is little use camouflaging a munitions dump, however skilfully, if the enemy's aerial photographs show you at work on it! Where an important new building is to be camouflaged by merging it with the landscape, it is necessary for the building process itself to be hidden by, for instance, camouflaging the piles of bricks and the lorry tracks leading to the site. Otherwise the enemy's photographs would ensure that his maps showed the village church and scattered cottages to be, in fact, an army depot, a tank repair workshop or whatever it might be, and he would bomb it at the first opportunity.

Camouflage is a science we have learned from animals. Hence the professor of biology. When faced with the apparently impossible task of hiding men, guns, and materials on a completely featureless desert, the scientists studied the animals that inhabit the desert. The tricks and colouring used by the gazelle and the jerboa were used to hide gun-barrels and Bren gun-carriers. "Hide," perhaps, is not the right word. Camouflage aims rather at presenting no feature to attract the enemy airman or camera. The gun emplacement or vehicle is "seen" by the enemy, but he takes it for a normal feature of the landscape. That is why camouflage experts giving instruction always emphasize to their pupils that camouflage is tactical as well as technical.

IT is an excellent idea to make your shell dumps look like half-a-dozen native houses, but if the enemy airman sees half-a-dozen houses in the middle of miles of nothing, without even a road leading to them, he is likely to become more suspicious rather than have his suspicions lulled!

There is no standard method of camouflaging anything in every circumstance. No branch of warfare calls for greater imagination and less reference to textbooks. But there are sound principles, worked out by experts; and these are learned at a special Army school for camouflage in the Midlands. Here the pupils learn a way of thinking as well as a way of doing. The courses they take last several weeks or about three days according to the work they are going to do. Models of landscapes, not only in Britain but also of present and future zones of battles, are used for teaching.

The pupil learns that it is not colour alone that matters but also texture. It is not sufficient to paint the roof of a building. It must be given a "texture" that will deceive eye and camera. The introduction of the aerial camera has greatly increased the difficulties of camouflage. It is not only that the photographs show up what may deceive the eye, but that they can be studied at leisure under special instruments and recent photographs compared with those taken a month or six months ago. A little patch of a different shade on a photograph may be the first intimation that a new building has been erected. This, in fact, was the case with one important target in Germany, and when

THREADING SCRIM through a camouflage net. This photograph was taken at the Berkeley Square, London, A.R.P. Post, where the personnel make camouflage nets in their spare time. As explained in this page netting plays a very important part in camouflage.
Photo, Keystone

more information came from "other sources," it was promptly and effectively bombed by the R.A.F.

Complete deception of the enemy about the existence of the dump, aerodrome, vehicle park or whatever it may be is, perhaps, the ideal. But this is not always possible, especially in the case of static targets such as aerodromes. The camouflage expert then tries to make the target difficult to find and identify. The enemy, perhaps, knows the exact whereabouts and even the type of camouflage used on many aerodromes. But it is still immensely difficult when flying at 300 m.p.h. to pick out the group of suburban villas, say, which is really a hangar, and get it in the bomb-sight.

One aerodrome is so well camouflaged to look like a peaceful rural scene that experienced pilots coming down to land have suddenly gone up again fearing that they had made a mistake!

For the concealment of guns, vehicles and every sort of mobile weapon, netting "garnished" with scrim is the great standby. Hundreds of thousands of yards of the netting are made and the scrim—green for Britain and similar landscapes, brown and white for the desert—is made from scraps from textile factories. Wonders of concealment can be performed with this netting: it provides a covering that is opaque from a distance yet does not cast a heavy shadow. Hiding shadows is not the least of the arts of camouflage.

The camouflage expert must keep his eye on the weather. British airmen discovered a German landing-ground that had been cleverly camouflaged by having irrigation ditches in neighbouring fields carried across it in paint. When the temperature fell the water in the real ditches froze to ice. That in the fake ditches remained beautifully liquid—a miracle of Nature in which our air observer refused to believe! Where faked trees are used, they must shed their leaves in the autumn and assume them again in the spring. This is one of the disadvantages of using natural foliage except for rapid emergency camouflage. The leaves start changing colour very soon after being picked, and the change is shown in photographs in a matter of hours.

SOLDIERS who are "camouflage conscious" will perform wonders of improvisation. Perhaps the most remarkable instance was in Burma when Japanese bombers approached a number of R.A.F. crates just landed, a tempting target. Our airmen jumped on the crates by the dozen and lay flat, "disrupting" the lines of the pile and also giving it a deceptive texture! The ruse worked, and the bombers passed over without apparently noticing.

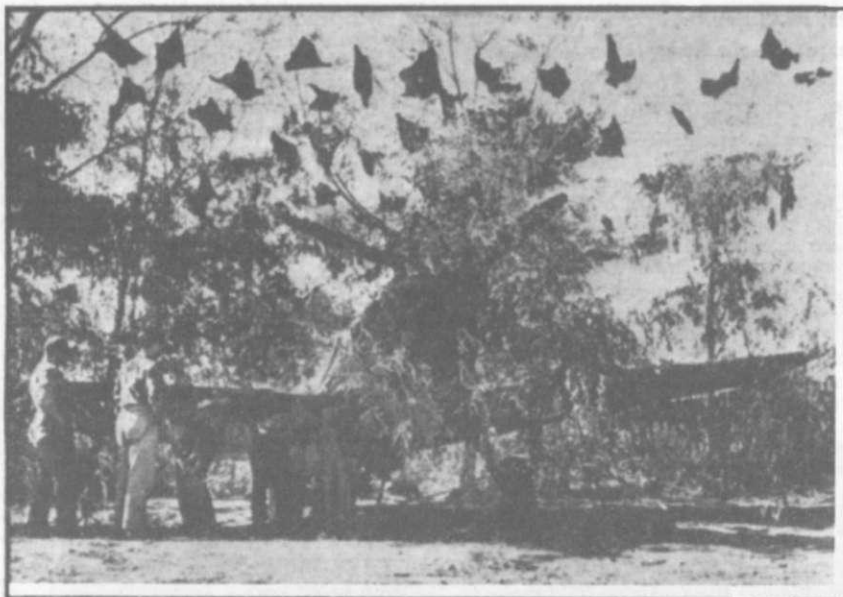
Experts can teach camouflage and, in the case of static buildings, work out detailed plans to be carried out by workmen who do not understand the why and wherefore. But for camouflage in the field it is important that every man should know the principles, for he will have to do his bit in carrying earth from trenches to scatter it far away, or whatever it may be, and he will do it more enthusiastically if he understands why. In fact, camouflage experts say that a few bombs in the neighbourhood are the best teachers!

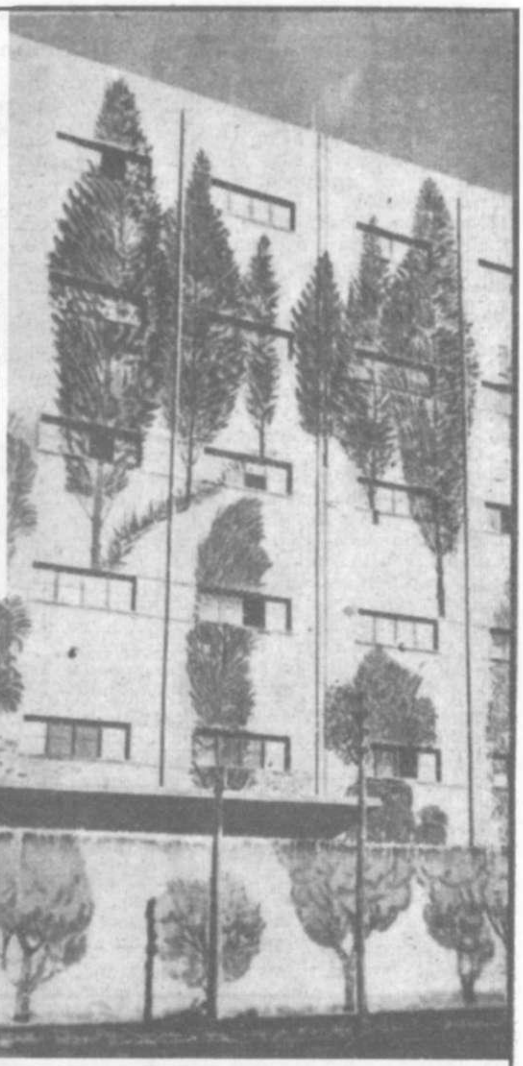
So far I have written only of what might be called negative camouflage. There is another important side: making the enemy believe that there are vehicles or guns when in fact there is nothing. This form of deception is very old, but has been carried to new lengths by aerial warfare. False fires are lit in the neighbourhood of German towns being attacked, to mislead our bombers; "guns" are made of poles laid across boxes; imitation tanks are set up. But in this battle of wits the deception has to be carried far: a sort of double double-cross. The dummies must be made to look as if they were camouflaged, and yet not camouflaged so well that they are not noticed! It calls for a nice estimate of the enemy's psychology. The British have scored some good successes with camouflage, especially against the impressionable Italians.

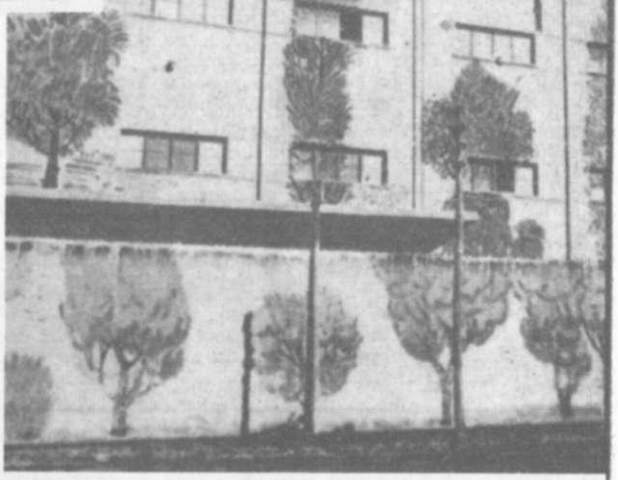
In Nature, camouflage is not only visual but also, sometimes, aural—an animal making a noise like one which is very much more dangerous. Noise camouflage in warfare is still in its infancy, but it presents enormous possibilities, especially against inexperienced soldiers, as the Germans have demonstrated.

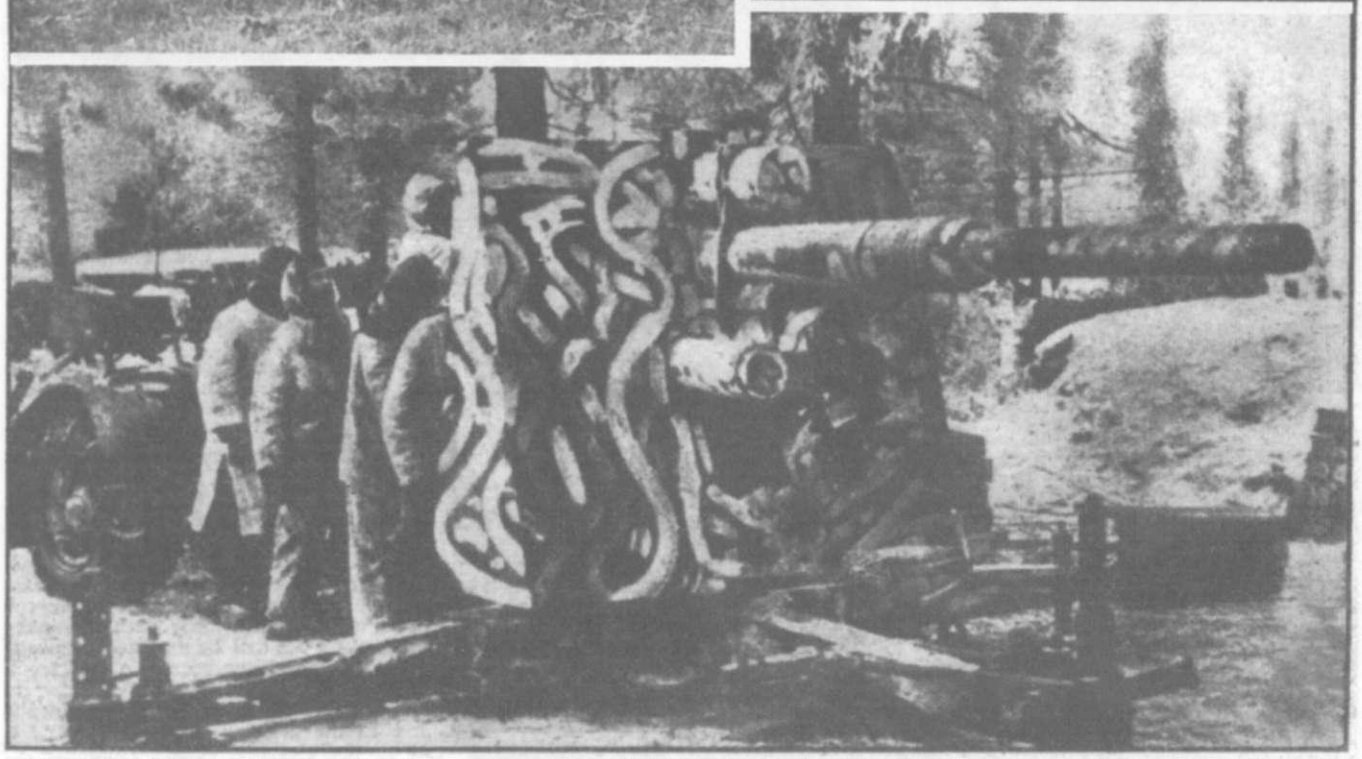
The "Deception Corps" is a small band of élite workers, but their hints and instruction help every soldier. They have grown considerably since war began, and no unit in the future will be complete without its camouflage experts.

Appearances Are Sometimes Very Deceptive!









INGENIOUS METHODS OF CAMOUFLAGE are employed on all the battlefronts. Top left, an effectively concealed fighter at a U.S. air base in China; this airfield is invisible from the sky. Top right, trees form the motif of a camouflage "backcloth" along the façade of a building near Tripoli. Left centre, personal camouflage: a British soldier, wearing specially-designed clothing, assume a prone position by the side of a hummock and becomes part of his surroundings. Below, snow camouflage: this photograph from an enemy source shows a skilfully concealed German gun and crew in the Lake Ilmen sector of the Russian front.

Photos, British Official: Crown Copyright; Pictorial Press, Sport & General, Planet News

THE WAR IN THE AIR

by **Capt. Norman Macmillan, M.C., A.F.C.**

MODERN conditions of war involve the lifting of enormous tonnages of supplies. Never have armies been so dependent upon transport. The former military method of living upon an invaded country—relatively easy in the days of small armies equipped with horses—has largely vanished. Even if the Japanese troops can subsist more readily in the countries they have overrun than can troops of the United Nations, they still require great quantities of military supplies to be brought to them.

Our current age of mechanized war has created a monster with a ravenous appetite. It devours most of the output of the industrial man-power of the world. It demands the allocation of most of the world's transport systems to carry its supplies.

Germany was one of the first nations to appreciate the importance of air transportation in war. The Luftwaffe generals had the method built up for them by the Deutsche Luft Hansa A.G. (German Air Transport Company) with Junkers aircraft. When it was found that air transport offered the only means of getting heavy mining machinery into the interior of New Guinea to exploit the gold which was known to be there, Junkers aircraft were found to be the only suitable transport aircraft to carry the heavy units involved ; even if other planes could carry the weight, they did not possess hatches through which the large sections of mining machinery could be loaded into their fuselages.

When the Luftwaffe was formed in 1933 the man appointed to organize it was Erhard Milch, for seven years the principal organizer of the Deutsche Luft Hansa. He is now a Field-Marshal in the Luftwaffe. Milch created a transport section of the Luftwaffe. It grew concurrently with the development of the fighter, bomber, army cooperation and naval cooperation branches.

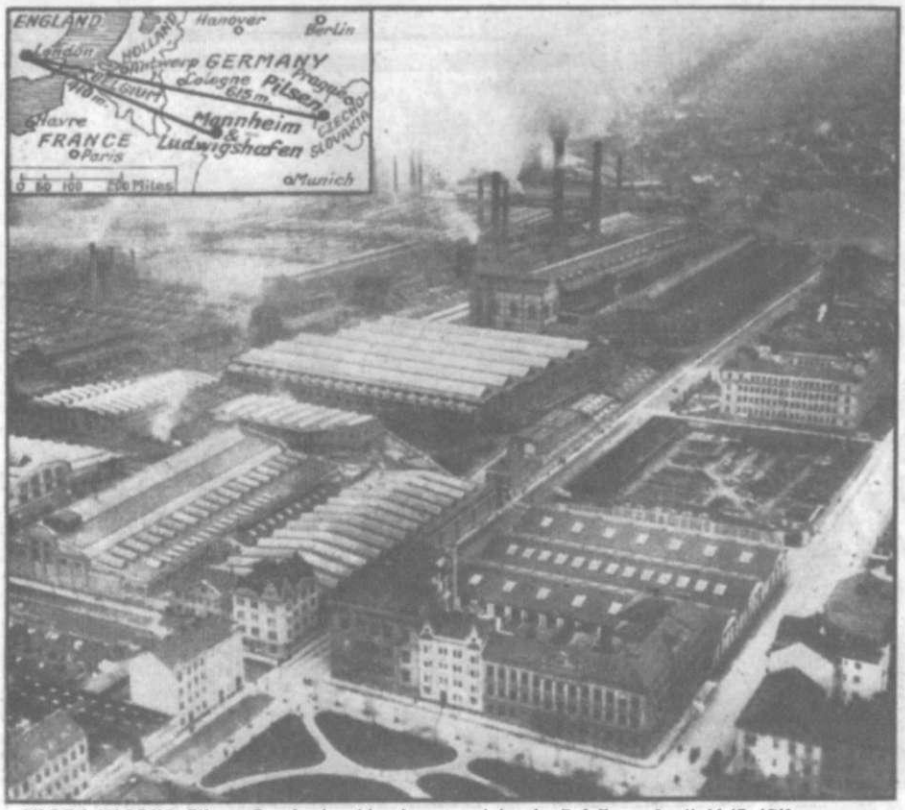
In 1936, when I visited Tempelhof and Staaken aerodromes, considerable numbers of Luftwaffe transport aircraft were parked there. They were camouflaged Junkers 52s. They were ready for war. German officers explained with a smile that they were "postal" aircraft.

The Junkers 52 was chosen because it was easy to make, reliable (as a civil transport aircraft its airframe did 270,000 miles between overhauls), and more commodious than most other German transport aircraft of that time which (like the Junkers 86 and the Heinkel 111) were actually prototypes of bombers. The Junkers 52 was really the only existing German aircraft which could be at once employed for military troop-transport.

IN the early stages of the War the Junkers 52 was a marked success. It could land, or crash-land, almost anywhere, for it possessed a low alighting speed, due partly to its Junkers wing-aileron. It could carry fifteen fully armed men. It was good for the dropping of parachutists. It could transport a load of about 2½ tons. About 300 were used in Norway and they contributed greatly to the rapid fall of that country before the German onslaught.

In spite of the design of other types of troop-transports by other German aircraft constructors, the Junkers 52 is still the principal type of aircraft upon which the Luftwaffe relies for transportation of men, material, petrol, and vehicles (some in parts for quick assembly) to her war zones where speed of supply is important or where other means of supply are doubtful, non-existent, or in need of assistance.

Our 255 m.p.h. Gladiator fighters in Norway found the Junkers 52 easy prey. The Russian Air Force shot down large numbers during the period when the Germany Army was cut off in Stalingrad, and could be supplied only by air.



SKODA WORKS, Pilsen, Czechoslovakia, devastated by the R.A.F. on April 16-17, 1943, was one of Europe's largest armament centres. On the same night Mannheim-Ludwigshafen factories in W. Germany were also attacked. This photo shows the vast area of the Skoda works. Inset, map giving distances from London to the target areas.

The Junkers 52s met with their greatest successes in the four days' battle for Holland. They crash-landed on the beaches at Scheveningen and disemplaned troops. They came down in droves on the Dutch aerodrome of Waalhaven-Rotterdam, and the three aerodromes near The Hague. They had again a phenomenal success in the capture of Crete, where there was scarcely any fighter opposition, and but little anti-aircraft gunfire.

Now they have been in large-scale use again, running supplies to the German forces in north-eastern Tunisia. It must be difficult for the German forces there to obtain supplies by sea, for every port on the northern side of the Mediterranean—in Sicily, Sardinia, and Southern Italy—has been under heavy air bombardment for weeks, and the harbours at Bizerta and Tunis have been subjected to rhythmic raids that must have reduced their value very greatly. Loading and unloading facilities for ships are almost as important as the ships themselves, and if the stevedoring cannot be carried out because the machinery has been smashed by bombs, the value of ships for the purpose of transporting stores is largely diminished. Under these conditions the possibility of running in supplies from aerodrome to aerodrome assumes great importance.

HEADACHE for Air-Line Organizer Luftwaffe Chief Milch

When, as has been the case in the central Mediterranean for many weeks, Axis shipping has had to run the gauntlet of submarine and air attack, the difficulty of maintaining supplies to Rommel and von Arnim is augmented and its cost in ships lost may become an almost intolerable strain on Italo-German communications.

Little is heard of the work of the Fleet Air Arm in the Mediterranean, but it is more than probable that their torpedo aircraft have sunk as many tons of enemy shipping as the surface and under-water ships of the Navy. The R.A.F. and Dominion air forces have lent a hand with torpedoes and bombs. The U.S. air forces also have hit many ships.

Now, more than at any time during the whole North African campaign, the use of the opposing air forces, United Nations' versus the Axis, will determine the speed of outcome of the final battles to eject the vassals of Hitler and Mussolini from Tunisia.

AIR Vice Marshal Harry Broadhurst and Air Marshal Sir Arthur Coningham have demonstrated their ability to take the stage in the Tunisian skies. Coningham in command of the Tactical Air Forces, and Broadhurst in command of the Desert Air Force, sent their fighter boys after Milch's Junkers 52s in British Spitfires and American Warhawks (the latest of the long series of Curtiss Hawk fighters, this one is fitted with a Packard-built Rolls-Royce Merlin engine).

A force of about 100 Junkers 52 transports leaving Tunisia for the northern shores of the Mediterranean suffered 68 casualties, shot down into the sea or forced to crash-land on the Tunisian shore. In addition, 16 of their escorting Messerschmitt 109 and 110 fighters were destroyed. We lost eleven aircraft.

It looks as if the day of the Junkers 52 as a war transport is over. Its 190 miles an hour top speed is too slow to escape modern fighters. The Battle of Britain proved that German fighters cannot protect German bomber (or transport) formations. So bigger fighter escorts will not provide the answer. Air-line organizer Luftwaffe chief Milch must get a headache when he thinks of the Junkers 52s that he provided to give the Luftwaffe world supremacy in military air transportation. Antiquated and outnumbered, they are a liability to the Luftwaffe and to the German Army. And, as for Goering, let us remember that Junkers was the firm that Goering seized and turned into a Government factory.

Sweeping the Luftwaffe from the African Sky

SMASHING ROMMEL'S AIRFIELDS in Tunisia, Allied planes have inflicted crippling blows on vital targets. 1, Her left wing and engine nacelle riddled by flak, this B.26 (Martin Marauder) flies home after a bombing attack. 2, Air Commodore "Bing" Cross, D.S.O., D.F.C., named by Sir A. Coningham on April 14, 1943, as leader of fighter squadrons carrying main weight of Tunisian air attacks. 3, Taken by a U.S. cameraman after a devastating raid by Flying Fortresses on the Axis airport of El Aouina, N.E. of Tunis, this photograph shows smoke-columns rising from bombed enemy transport planes.

Photos, British Official: Crown Copyright; U.S. Official, Associated Press

Stalin's Airmen Smite Hard at Nazi Königsberg

'WINGS FOR VICTORY' campaign among the collective farmers of the Gorky and Chkalov regions of the U.S.S.R. was responsible for the production of this impressive line-up of planes for the Red Air Force, photographed from the air.

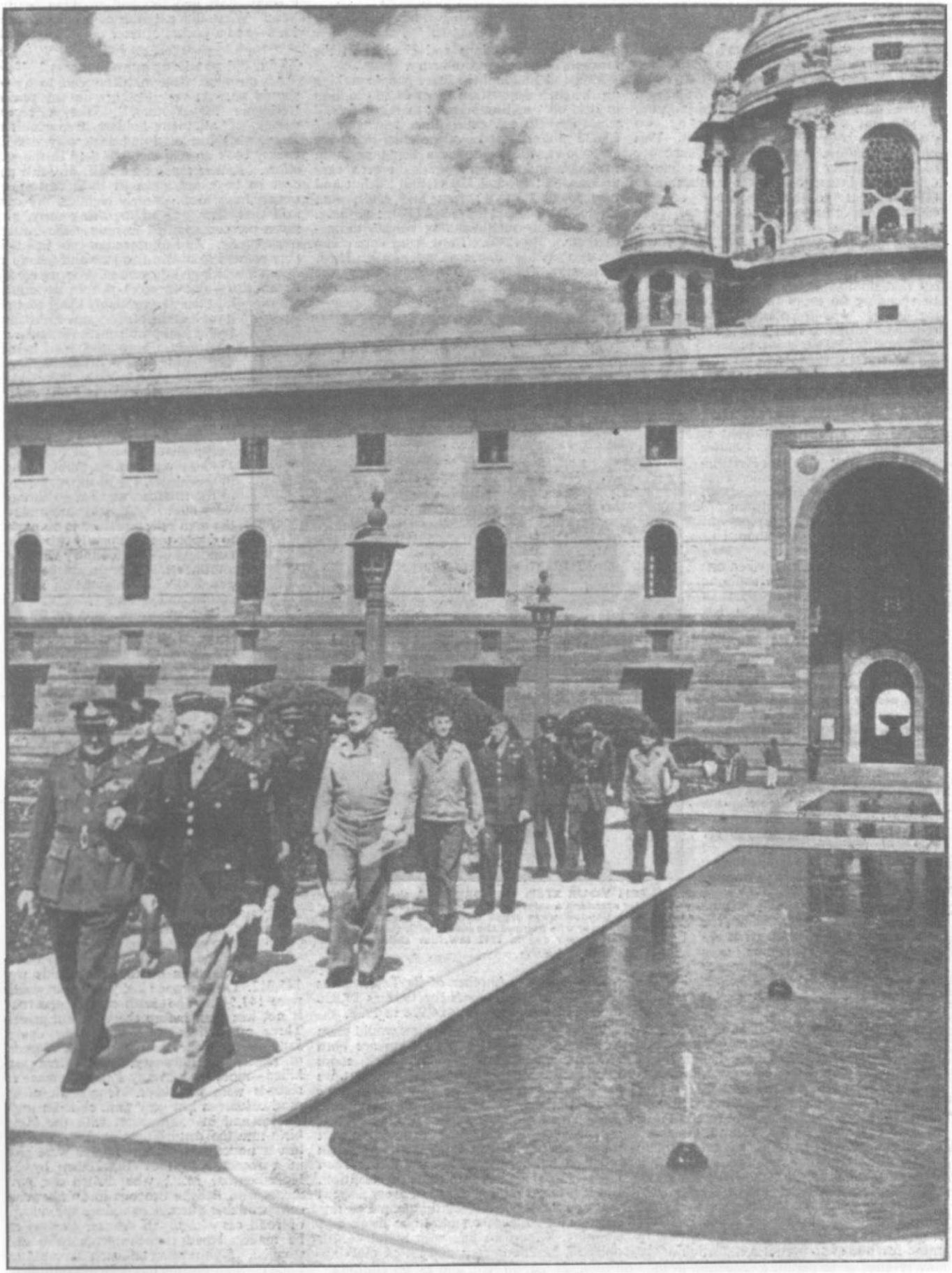
KÖNIGSBERG, capital of E. Prussia, suffered heavily three times in one week when Soviet bombers attacked the port on April 10-11, 12, 16-17, 1943. Great fires and explosions occurred on each occasion as port installations and other vital objectives were subjected to intensive bombing. The raid on April 16-17 coincided with the fierce assault by the R.A.F. on the vast armament centre of Mannheim-Ludwigshafen in Western Germany. At Königsberg the Russian aircraft kept up their attack for two hours, when 10 explosions and 20 fires were observed. All but three planes returned safely.

A number of the Soviet pilots, navigators and radio operators who took part in these raids had already distinguished themselves in attacks on the Reich. Major A. Radchuk, who was over Königsberg on the night of April 12, has recorded his impressions: "The Germans, scared by the previous raid, had taken extraordinary precautions. The sky was full of searchlights. In spite of heavy fire from the German ground defences our planes reached the target area dead on time. Our bombs were effective, for we observed a number of terrific explosions down below."

MEN OF THE RED AIR FORCE are seen in the above photograph receiving presents and comforts from admiring delegates representing the people of the Kuibyshev region. The delegates paid a visit to the fighting-line and were very much impressed by the magnificent skill and courage displayed by the Russian airmen in action. Lt. Vassily Dobrovolsky (below) led four fighter planes to cover Soviet troops from the air. Six Messerschmitts attacked the Russian aircraft and three of the German planes were shot down. Dobrovolsky has brought down 13 enemy planes, and has made 254 operational flights.

LONG-RANGE BOMBER RAIDS made recently by Soviet airmen have included attacks on Danzig, Tilsit, and the triple assault on Königsberg described above. Port installations, railway and military objectives suffered heavily. Men of the Long-Range Bomber Regiment of the Guards are here seen loading up bombs before one of their long operational flights.
Photos, U.S.S.R. Official; Planet News

Allied War Chiefs Meet in India's Capital City



IMPORTANT CONFERENCE IN NEW DELHI following the Casablanca meeting last January was announced on Feb. 11, 1943 to have secured the closest Allied cooperation against the Japanese. Leaving the Imperial Secretariat Building after joint staff talks are (left to right, front): Field-Marshal Sir Archibald Wavell and Lt.-Gen. Joseph W. Stilwell. Immediately behind them (left to right) are Lt.-Gen. Brehon B. Somerville, Field-Marshal Sir John Dill and Lt.-Gen. Henry H. Arnold.

Photo, Sport & General

THE HOME FRONT

by E. Royston Pike

Do you smoke Woodbines? If you are one of the people who smoke ten Woodbines a day and cut that down by one cigarette a day you will be almost square with your pre-Budget expenditure. If you cut down your smoking by two cigarettes a day you will be in pocket. This little calculation, made by the Chancellor of the Exchequer in the course of the Budget debate, was intended to cheer up those who thought that another twopence on ten cigarettes was a pretty stiff imposition. Take a heavy smoker (Sir Kingsley Wood continued)—he had seen them and knew them, and they were not of one sex only—who smoked, say, fifteen cigarettes a day; if he cut that number down to thirteen he would be spending no more than before the Budget was introduced. So, too, with drink. The man who used to drink four to seven pints a week could save the extra tax (1d. per pint on beer of average gravity) if he drank only half-a-pint a week less. Then as for pipe-smokers, a man need only give up every sixth pipe to be all square. "That is the quota suggested by Charles Lamb, who said: 'One pipe is wholesome, two pipes toothsome, three pipes noisome, four pipes foulsome, and five pipes quarrelsome.'" And not one of those five pipes has the pipe-smoker to go without!

As the Chancellor said, when one has regard to the suffering and hardship in so many parts of the world, to go without a few drinks or smokes is a small thing enough. Taken all in all, the Budget—the sixth of the War—was an attack on unessential spending, one aimed at people "who have some money to spare for expenditure on luxuries." Beer, wines and spirits, tobacco and entertainments all have to pay more in tax; and the purchase tax on such things as silk dresses, fur coats, gramophone records, musical instruments, cut glass, jewelry, electric shavers, perfumery and cosmetics is increased from the present 66⅔ to 100 per cent. The tax increases are intended to raise £100 million in the course of a year, bringing the total revenue from taxation to £2,900 million, leaving about £2,250 million to be covered by borrowing, while the sale of overseas investments is expected to yield something over £600 million. The expenditure for the current year has been estimated at the truly tremendous total of £5,756 million.

Speaking in the same debate, Capt. Crookshank, Postmaster-General, quoted some remarkable figures. Since the beginning of the War the number of telegrams sent each year has increased by ten millions to over seventy millions a year. The Greetings service has doubled, from about four millions to over 8,500,000. There has also been an enormous increase in trunk telephone calls; before the War they numbered 528,000 a week, now they are 952,000—80 per cent of them Government and business calls. So great is the strain on the telephone service, indeed, that the charges for trunk calls are being increased, not so much with a view to more revenue as to permit a reduction in the Post Office's man-power. As statistics these figures are dry enough, but they are warm with life when they are translated into terms of wartime separations and changes in the location of home and industry.

You and I and all the other people making up Britain's population spent £4,800 million in 1942 on "consumption at market prices," while in 1938 our expenditure was "only" £4,035 million. Some of the chief items are as follows, the 1938 figure being given in brackets, and million pounds in each case understood: food, 1,320 (1,198); drink and tobacco, 912 (452); rent and rates, etc., 520 (500); fuel and light, 242 (194); clothing, 462 (441); travel (including private motor-cars, etc.), 215 (296). These figures are taken from a White Paper (Cmd. 6348, H.M. Stationery Office, 6d.) prepared by the Treasury and published as a kind of postscript to the Budget. Another of its Tables gives the total private incomes for 1942 as £7,836 million as compared with £4,920 in 1938.

WATCH YOUR STEP, CHILDREN! A thousand children who recently attended a safety-first demonstration at Grocers' Schools, Hackney, London, were urged to become "traffic conscious" by a police inspector who pointed the moral with the statement that, on the average, every day in 1942 saw four children killed in road accidents in this country. *Photo, Topical Press*

Taken at face value, the figures would seem to show that Britain's population are both receiving and spending very much more than in the year before the War. But we must have regard to the very considerable changes in the purchasing power of money. The Treasury statisticians estimate that consumption in 1942 was probably about ·82 per cent of that in 1938, i.e. it had fallen off in actual volume by about a fifth. Then there is the immense increase in taxation. But it is remarkable that out of every £ spent on "consumer goods" by the people of this country 3s. 9d. goes on alcoholic drink and smoking. Compare this with about 6s. 7d. on food, 2s. 2d. on rent, and 2s. on clothing. The amount spent last year on drink and smoking represents about 19 per cent of all personal expenditure as compared with 11 per cent in 1938. But don't jump to the conclusion that people are drinking nearly twice as many pints and tots and smoking nearly double the number of cigarettes as before the War. What did a bottle of whisky cost in 1938—and a packet of ten?

Why did we take up our allotments? If the question were suddenly put to us we should answer, very likely, with the phrase "Digging for Victory." Yet a recent survey of allotment-holders (reports The Economist) has disclosed that only one in twenty took an allotment to help in the war effort. Rather more than half, fifty-five per cent to be exact, gave as their reason to obtain fresh food. Nearly eighteen per cent said that they wanted to save money, and seven per cent wanted to reduce the trouble of shopping. And fourteen per cent said that they wanted to obtain fresh air and (shade of Adam!) health-giving exercise. For one reason or another—and in most people, no doubt, all these and probably other reasons have had their influence—more than half a million people have taken up allotments since the War began. The latest figures available show that in April 1942 there were 1,586,888 allotments, covering 172,861 acres; figures of production are not available, but the average weekly yield from a hundred well-planned 10-rod allotments in 1940-41 was 19¾ lb. edible weight in the winter, 11¼ in the spring, 12½ in the summer, and 14¾ in autumn. Very likely these yields are a bit on the high side, but there is no reason to doubt that the nearly two million families in this country who have allotments or large gardens are practically self-supporting in vegetables and salads.

How are things going on the Fuel Front? Speaking in London on April 14, Major Lloyd George, Minister of Fuel and Power, announced that, thanks to the splendid effort of consumers and producers alike (and also because of the mild winter), the gap between production and consumption of coal has now been closed. Three days later, however, the outlook seemed nothing like so rosy. "I cannot say I am satisfied with the position since the beginning of 1943," said Major Lloyd George at Bristol; "I have been watching the production returns in the last few weeks with serious concern. Although there are at the moment over 5,000 more men in the industry than a year ago, the production each week is nearly 100,000 tons less than in the same weeks of last year and absenteeism is higher than it should be."

Carelessness is exacting a heavier toll than valour. In the first two years of the War the casualties of the Armed Forces of the United Kingdom on the battlefields were 145,012. On the roads last year the casualties were 147,544. The death rate on the roads is not less than before the War, but greater. Three more lives were lost every day in January this year than in the last January of peace. In February, 93 children were killed—more than in any February since the records were first kept. One sixth of the road casualties last year were children under fifteen, and in conjunction with the falling birth-rate the disturbing significance of this loss is underlined. These figures were given in a recent speech at Blackburn by Mr. Hore-Belisha, M.P., who dotted our pavements with Belisha beacons in an altogether commendable attempt to reduce the number of road casualties. Of course, excuses can be made. Road improvements have been stopped. Sign-posting has been discontinued. There is the black-out. But, says Mr. Hore-Belisha, "All these factors enjoin upon us the necessity for greater care, not less."

So That's How They Use the Bombs We Make!

ONE MILLION TRENCH MORTAR BOMBS were recently produced in such record time by a small West Country arms firm that the men and women who made them were invited to visit the practice range, where they saw their work in action. 1, A director reads the Ministry of Supply's telegram congratulating the workers on their millionth bomb. 2, A soldier loads a bomb into one of the mortars preparatory to discharging it. 3, Women operatives riding to the range in Bren-gun-carriers.

Photos, British Official

I WAS THERE! Eye Witness Stories of the War

In Denmark They Wear Britannia Brooches

Mrs. Isobel Coffey, a Scotswoman who recently arrived in Britain after escaping from Denmark—where she had been living since 1939—reveals how this Nazi-occupied country is keeping its end up and presenting a cold shoulder to the hated invader. Her story is reprinted here from Free Denmark, a Danish weekly paper published in London.

BRITANNIA BADGE, cut from an English penny, was brought back by Mrs. Coffey, who tells of her experiences in occupied Denmark in this page. *Photo, Daily Express*

It would be a gift to the enemy if I were to tell you how I managed to escape from Denmark. It is, however, no secret that as late as January last I was living at Damehotellet (Ladies' Hotel) in Gammel Mont in Copenhagen, and that the Germans phoned the hotel several times a week to make sure that I was still there. And, like all other foreigners, I had to report to the Danish police every week.

In August 1939 on my doctor's advice I went to the Vejlefjord Sanatorium for a cure. Then the war came, and after Christmas I decided to return to Britain. I bought the ticket for the plane journey home, which had been arranged for April 17, 1940. But the Nazi invasion put a stop to my plan and I had to stay in the Sanatorium until, in April 1942, I went to Copenhagen. During all this time I was allowed to move freely about the country, except in the restricted area of Jutland where it is necessary to have a special permit.

I examined, of course, all chances of returning to England, where my three sons, aged 17, 13 and 11 years, are at school. One day I went to Gestapo headquarters, in Dagmarhus to try to solve my problem. I was shown into an office where an official was seated. He kept me standing before his desk for more than ten minutes before looking up. At last he asked me, in the most brutal manner, what I wanted. I never hated anybody as I hated that man at that moment, and I felt certain that the hate was reciprocated. I need hardly say that the result of my visit was negative.

The streets of Copenhagen are crowded with Germans, especially sailors. Wherever you go you realize how the Danes cold-shoulder the Germans; they make it a rule to leave a tramcar or a railway compartment as soon as a German enters. To avoid this humiliation the Nazis usually prefer to stand outside in the corridor or on the platform. And how the Danes enjoy the obvious nervousness of the Nazis when an air raid alert is sounded! The swastika dangles over many buildings taken over by the Germans. The other day they requisitioned a large school building near Osterport Station and built deep shelters within the houses, for use, I believe, as safe and commodious Nazi headquarters in Copenhagen.

As a rule, the Nazi troops are allowed to remain only a few months in Denmark; the German authorities don't regard it as desirable that their soldiers should become accustomed to the relatively good conditions there. The occupying troops are terribly afraid of being sent to the Russian front, and many prefer to commit suicide. I have been told that, at the beginning of the occupation, the Germans wanted to buy the equipment of the Danish army, but the offer was declined by the Danish government. Then the Nazis simply asked for it and, as far as I know, half of it had to be surrendered. The Danish Nazis are hated even more intensely than the Germans. Never had I seen the loyal population give vent to this icy contempt so openly as on the occasion of the Danish volunteers returning from the Eastern front and marching through the capital. One day one of my young student friends had a fight with five of Denmark's few Nazi students; he gave me the comforting assurance that the five looked much worse than he did after the encounter.

All the time I was in Denmark I enjoyed many manifestations of sympathy and friendship, simply on account of my being a British subject. I always wore, as a brooch, a British penny with Britannia cut out as a silhouette, this being a popular fashion there. Unfortunately, owing to lack of "raw material," the demand for these emblems cannot be met. The interest taken in Britain is tremendous, and no noise sounds more welcome in the ears of the Danes than the roaring of British planes on their way to German targets inside or outside Denmark.

In fact, the Danes have felt neglected by the R.A.F. because the Germans in Denmark have not been attacked on the same scale as in other countries. While I was in Vejlefjord Sanatorium a British pilot being chased by German fighters had to jettison his bombs, and as a result thousands of window-panes were broken in the town. But I never heard a word of blame for British airmen. On the contrary, pilots taken prisoner are greeted cordially, and graves of R.A.F. men are kept decorated with flowers.

I always got the underground papers Frit Danmark (Free Denmark) and De Frie Danske (The Free Danes). Those responsible for these print on the envelopes in which they are sent to subscribers the name of a government office, or a well-known business firm or some German headquarters as the sender! In this way the greater part of these clandestine papers get through; only a few fall into the hands of the Gestapo.

Mrs. Coffey has many interesting stories to recount of life in Denmark under the Germans. Here she is seen with two of her sons, both of whom were at school in Surrey when she arrived home. *Photo, Daily Express*

Torpedoed by U-boat Twice in Twenty Minutes

This is the story of what happened after the torpedoing by a U-boat of the liner Avila Star (see also p. 216). The author is 19-year-old Maria Elizabeth Ferguson, awarded the British Empire Medal for her great courage and the services she rendered to wounded men during 20 days and nights in an open lifeboat. She has written the story of this tragic ordeal specially for THE WAR ILLUSTRATED.

I had been two years in the Argentine with my father, who is a planter, when I decided to return to England and join up. I put my name down as a volunteer and started on the journey home, to join the Boat Section of the W.R.N.S. One night, when we were 300 miles off Portugal and were down below in the lounge chatting, there sounded a metallic thud.

The ship quivered, the engines stopped, the lights went out. A torpedo had struck us. We rushed up and slithered across the sloping deck to the lifeboats. It was pitch dark, but emergency lights were quickly switched on. Unfortunately, we had some difficulty in lowering our boat—the poor old Avila Star was listing at thirty degrees—and twenty minutes elapsed before we were pushing away from the ship's side. Suddenly, without warning, I found myself splashing about in the water.

A second torpedo had struck the ship, passing just below our lifeboat and blowing us all into the air; although I do not remember either going up or coming down, having had a knock on the head. I do not know how I managed to keep afloat, but when I recovered consciousness I saw a half-submerged lifeboat quite near. I managed to clamber into it and then helped to haul in another struggling figure.

I helped the others in the wallowing lifeboat to push off, and soon after we got away we heard the dull roar of boilers exploding as the Avila Star went to the bottom. I sat in the boat's stern, nursing two injured men, whilst others signalled with torches to try to locate the other boats. And so, tossing about in the darkness, that first dreadful night passed. In the morning, when it grew light, we discovered that our boat had no bottom. It was kept afloat only by the airtight tanks round its sides.

The five other boats, which we could now see, came closer, and the seventeen of us swam across to two of them. The boat into which I scrambled now had 37 men and one other woman aboard, and in that open boat we remained for twenty days and nights. At first the boats all managed to

MISS M. E. FERGUSON, B.E.M., whose courage and endurance brought her through a severe ordeal after being torpedoed, describes her adventures in this and the preceding page.
Photo, L.N.A.

keep together, but when the weather worsened we became separated and lost touch.

Sleep was almost impossible, icy water splashing over us as we huddled together in effort to keep warm. None of us was equipped for this sort of thing. I was wearing a borrowed playsuit several sizes too large and the second officer's heavy bridge coat. Some were wearing only pyjamas. The only thing to relieve the awful monotony of the daylight hours was the serving out of skimpy rations. When one meal was over we looked forward to the next share-out—ship's biscuits, milk tablets, chocolates; and we had about three mouthfuls of water each three times a day. Water was precious!

Those who were wounded—several were cut or scalded—we tended as well as our equipment allowed. But we had only a small first-aid box, and ten men died before we were picked up. We lowered them over the side. Three more died later. For seventeen days we saw nothing but a bird, some empty bottles, seaweed, and once a piece of meat and a loaf floating by. The sight of the latter raised our hopes, and on the afternoon of the seventeenth day we heard aircraft. Anxiously we lighted flares to attract the attention of the pilots. But I wondered if we had any real cause for hope, for I knew that from no great height a fairly large ship looks no bigger than a small fishing smack, and a lifeboat must seem like a pinhead—almost invisible.

But they sighted us, and dropped tins of biscuits and small kegs of fresh water. We picked these up and drank the water immediately; but salt water had got into the tins and the biscuits were quite uneatable. They also dropped us a chart, showing our position and with a written message that help would come soon. From the chart we learned that we had sailed about 1,500 miles, and were now about 100 miles from the African coast. If that promised help did not come we might never reach land at all.

For three weary days after the planes had come and gone we saw nothing but sea, and our spirits were at the very lowest ebb when at last we sighted a ship. We soaked a dry rag in petrol, tied it to a boathook, put a lighted match to it, and to our intense joy the vessel altered course in our direction. As it approached we saw that it was a Portuguese sloop, the Pedro Nunes. We were taken aboard, and sent to hospital at Lisbon. Eventually I reached England—at least five weeks later than I had bargained for.

M.G.B. CREW who took part in the successful action against E-boats described by Lt. Bradford in this page, proudly display their flag upon which a "kill" is recorded.
Photo, British Official

And That Was the End of an E-boat!

A thrilling engagement between two of our motor gunboats and five enemy E-boats took place in the North Sea on March 29, 1943. How one of the E-boats was blown up and the remainder were dealt with is here described by Lieut. D. G. Bradford, R.N.R., of Over Hulton, Lancs.

We came upon the E-boats lurking near our convoy route and gave chase at full speed. They were so surprised that they were unable to get a proper start before we were upon them. At about 70 yards we opened fire. The E-boats split up into two groups, three in one and two in the other. I took the larger group, and the other M.G.B., commanded by Lieutenant Philip Stobo, R.N.V.R., of Rickmansworth, gave chase to the other.

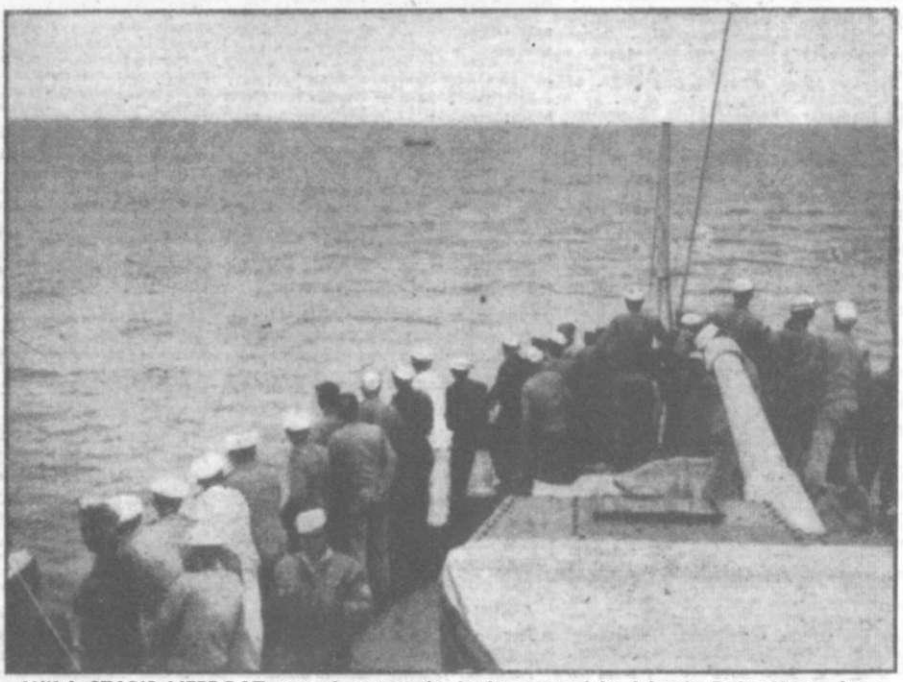
We closed to within 25 yards and concentrated our fire on the second of the three E-boats. Our first bursts must have put their guns' crews out of action. Our heavier armament was scoring repeated hits on the engine-room, hull and bridge. Lumps could be seen flying off the E-boat. From the light of our gunfire we could see one of the enemy gun crews completely flaked out at the foot of their gun. There was no sign of life on board.

The third E-boat made a half-hearted attempt to engage and a few bullets went through our superstructure, one shattering our searchlight. But we were determined to destroy one E-boat at a time. We continued to pump shells into the second E-boat in the line when suddenly there was a terrific explosion and a flash from its engine-room. The decks opened up like a tin can. And that was the end of an E-boat!

The leading E-boat, which I believe was commanded by the senior German officer, was our next target. We overtook him and engaged with our for'ard guns. There were several direct hits, and the E-boat tried to take evading action by changing course. This presented us with a wonderful opportunity. We were about 40 yards away and by a sharp alteration of course came into direct line to ram. We bore down at full speed and struck the E-boat with our bows about 20 feet from her stern. There was a shudder as the E-boat heeled over at an angle of about 50 degrees. It seemed to us as though we had gone straight through her.

Just before we rammed we could see the whole of the E-boat's deck lit by our gunfire. There appeared to be only three men still alive on her deck. Her captain was dancing about on the bridge and waving his arms frantically. After the ramming we circled round to see what remained of the two E-boats. There was nothing but wreckage.

As there were still three boats at large we resumed the chase. But they saw us in time and retreated at full speed. Nevertheless, we managed to score four direct hits on the bridge of the rear E-boat, and then one of our engines gave us a little trouble. It turned out that our engine-room staff had been working under great difficulties,



AVILA STAR'S LIFEBOAT, seen almost on the horizon, was sighted by the Pedro Nunes, from which this photograph was taken (see accompanying text). The lifeboat drifted in the ocean for twenty days and nights before the Avila Star's survivors were picked up by the Portuguese ship, whose crew are shown in the foreground.

caused by escaping exhaust fumes. The engine-room ratings had been taking turns at getting a breath of fresh air through the engine-room hatch.

We carried on at reduced speed and managed to keep contact with the fleeing E-boats for half an hour before they finally got out of range. Our guns were firing all the time, but it was not possible to observe the results. The final phase of the battle came shortly afterwards when we found two groups of E-boats, one of eight and another of three boats. We saw them by the light of star-shells fired from a British destroyer which put them to flight. We tried to intercept them, but with a damaged engine we did not have sufficient speed to close in and attack. Our gunners did what damage they could, but again we could not observe the results.

My crew, nearly all of whom are under 21, put up a splendid show. I have got the toughest crew in coastal forces, and they share with me the ambition to board an E-boat and have a hand-to-hand show-down. We thought it might happen this time and we were all prepared for boarding.

CMDR. W. L. M. BROWN, D.S.C., who recently reached England after being a prisoner since 1940, describes in the accompanying text some Italian reactions to the present phase of the war. *Photo, C. Weston*

I Was a 'Naughty' Prisoner in Italian Camps

Among the first prisoners of war in Italian hands exchanged in the Middle East in March 1943 to reach home, Cmdr. W. L. M. Brown, D.S.C., of Cheltenham, tells (in The Evening News, from which this account is reprinted) how war-weary Italians are now reacting to the depressing news of Axis reverses—and to R.A.F. bombing.

COMMANDER W. L. M. BROWN said on his arrival in London that Italians now said "let's hope the war finishes soon," without any reference to who wins it. The remark was used as a greeting, cut down to one word "speriamo," meaning "let's hope . . ." It was usually accompanied by a shrug of the shoulders.

"The Italians," he said, "definitely hate and fear the German despite the propaganda telling them to treat the German as a brother. On the other hand, also in spite of propaganda, they still respect the British and like them."

He got the impression that the Germans were not running Italy in detail. They might be running it from the top. There were no Germans in control of prison camps, and, though there were German railway transport officers at stations they seemed to be there to keep the two sides separate, rather than to control the Italian side of things.

"The reaction to R.A.F. bombing that I heard most often—though I am not convinced it was a genuine reaction—was 'Get on with your bombing,' 'Finish off this business,' 'Get on with the second front.' The prison officers from whom we got that are not normally allowed to speak to prisoners and, therefore, we had access only to those who were disgruntled. There was no tendency to run Mussolini down, and I don't think the Italians are on the verge of a revolution."

Commander Brown described himself as a "naughty" prisoner. Captured in July 1940, when his reconnaissance aircraft from the Warspite was shot down off Tobruk, he was in five prison camps during his captivity. He reached his final camp at Gavi eight months before the exchange because of incidents that occurred at a previous camp.

"This concerned a tunnelling episode for which I was blamed," he said. "But the Italians never really bawled me out."

OUR DIARY OF THE WAR

APRIL 13, 1943, Tuesday *1,319th day*

Sea.—Admiralty announced loss of submarine depot-ship Medway, sunk in Mediterranean last year.

Air.—Heavy night raid by R.A.F. on Italian naval base of Spezia.

North Africa.—Forward troops of 8th Army made contact with enemy prepared positions at Enfidaville.

Mediterranean.—Flying Fortresses attacked enemy aircraft on airfields at Milo and Castelvetrano in Sicily.

U.S.A.—American bombers and fighters made ten attacks on Kiska, Aleutians.

APRIL 14, Wednesday *1,320th day*

Air.—R.A.F. made heavy night raid on Stuttgart; 23 bombers missing. Soviet aircraft raided Danzig and Königsberg.

North Africa.—First Army troops captured peak of Jebel Ang N.W. of Mejez-el-Bab.

Mediterranean.—Flying Fortresses attacked enemy airfields at Elmas and Monserrato in Sardinia.

Australasia.—From 75 to 100 Jap aircraft raided Milne Bay, New Guinea; 30 destroyed or damaged.

U.S.A.—American aircraft made eight more attacks on Kiska.

APRIL 15, Thursday *1,321st day*

Sea.—Strong force of E-boats off east coast was routed by light naval forces.

North Africa.—First Army repelled enemy counter-attacks and held Jebel Ang.

Mediterranean.—U.S. Liberators made daylight raids on Catania and Palermo. R.A.F. attacked Naples and Messina by night.

APRIL 16, Friday *1,322nd day*

Air.—Large-scale daylight attacks by R.A.F. and U.S.A.A.F. on Brest, Lorient, Ostend, Havre and Haarlem. In biggest night operation of the year more than 600 R.A.F. bombers raided Skoda works at Pilsen and Mannheim-Ludwigshafen; 55 missing.

Mediterranean.—Flying Fortresses bombed docks and shipping at Palermo.

Russian Front.—Soviet troops repulsed German counter-attacks in the Kuban.

General.—Mussolini decreed that Sicily and Sardinia were operational areas. Adm. Horthy, Regent of Hungary, at Hitler's H.Q.

APRIL 17, Saturday *1,323rd day*

Air.—Daylight raid by U.S. heavy bombers (unescorted) on Focke-Wulf factory at Bremen; 63 enemy aircraft destroyed; 16 bombers lost. Soviet night raids on Danzig and Königsberg.

North Africa.—Flying Fortresses raided docks at Ferryville (Bizerta) by day; enemy aircraft bombed Algiers area.

Mediterranean. — R.A.F. heavy bombers made night raid on Catania.

APRIL 18, Sunday *1,324th day*

Air.—R.A.F. made another heavy raid on Spezia naval dockyard and barracks

North Africa.—In aerial engagement near Cape Bon, U.S. and R.A.F. fighters shot down 58 Ju52 transports and 16 of their escorting fighters. Five enemy bombers destroyed over Algiers.

Mediterranean. — Flying Fortresses made heavy attacks on Palermo.

U.S.A.—American aircraft made nine more attacks on Kiska.

APRIL 19, Monday *1,325th day*

North Africa.—During night of 19th-20th Eighth Army attacked enemy positions at Enfidaville.

U.S.A.—Americans made 15 more raids on Kiska.

General.—Norwegian Prime Minister, Quisling, at Hitler's headquarters.

APRIL 20, Tuesday *1,326th day*

Sea.—Admiralty announced loss of trawler Adonis.

Air.—R.A.F. made daylight attacks on Boulogne, Cherbourg and Zeebrugge. By night heavy bombers raided Stettin and Rostock, Mosquitoes attacked Berlin, Soviet Air Force bombed Tilsit.

North Africa.—Enfidaville occupied by Eighth Army.

Australasia.—Allied heavy bombers raided aerodromes and shipping at Wewak, New Guinea.

APRIL 21, Wednesday *1,327th day*

Sea.—Admiralty announced loss of submarine Thunderbolt (formerly Thetis).

North Africa.—Enemy attacked First Army positions near Mejez-el-Bab, but withdrew, losing 33 tanks. Eighth Army troops captured Takrouna, N.W. of Enfidaville.

Australasia.—U.S. bombers made daylight raid on Nauru Island.

General.—President Roosevelt announced execution by Japanese authorities of American airmen captured during raid on Tokyo in April 1942.

British Government renewed warning that use of gas against Russians would be followed by use of gas against military objectives in Germany.

APRIL 22, Thursday *1,328th day*

Air.—Soviet aircraft made mass raid on Insterburg, East Prussia.

North Africa.—First Army launched attack in Goubellat-Bou Arada sector.

Mediterranean.—U.S. and R.A.F. fighters shot down 31 Me323 transports and 11 fighters in Gulf of Tunis.

Australasia.—Japanese bombers raided positions in Ellice Islands occupied by American forces.

APRIL 23, Friday *1,329th day*

North Africa.—Eighth Army captured Jebel Terhouna, N.W. of Enfidaville.

Australasia.—U.S. bombers attacked Jap air base at Tarawa, Gilbert Is.

APRIL 24, Saturday *1,330th day*

Mediterranean.—Ten more enemy supply ships sunk by our submarines.

Australasia.—Allied heavy bombers raided Kendari, air base in Dutch E. Indies.

U.S.A.—American warships bombarded Holtz Bay and Chicagof Harbour in the Aleutians.

General.—Swedish Government sent Germany note of protest following sowing of mines in Swedish waters and firing on Swedish submarine.

APRIL 25, Sunday *1,331st day*

North Africa.—French announced capture of Jebel Mansour, on road to Pont du Fahs.

Burma.—Japanese renewed their attacks on British line in Mayu peninsula.

APRIL 26, Monday *1,332nd day*

Air.—R.A.F. bombers made one of War's heaviest night raids on Duisburg.

North Africa.—On the First Army front, British infantry captured the whole of Longstop Hill.

Mediterranean.—Daylight raid by U.S. heavy bombers on airfield at Bari, Italy, followed by night attack by R.A.F.

U.S.A.—Eleven American attacks on Kiska, and two by Canadian fighter-pilots.

General.—Soviet Government announced suspension of relations with Polish Government in London, following German story of massacre of Polish officers near Smolensk.

APRIL 27, Tuesday *1,333rd day*

North Africa.—In Mejez-el-Bab sector the First Army was engaged in ceaseless attack and counter-attack; French troops made progress towards Pont du Fahs.

Mediterranean.—Flying Fortresses raided airfields at Villacidro, Sardinia.

★ Flash-backs ★

1940

April 13. *Second battle of Narvik; seven German destroyers sank.*

April 15. *Announced that British forces had landed in Norway.*

April 25. *Enemy pressure forced withdrawal of Allied forces in southern Norway.*

1941

April 14. *Siege of Tobruk began.*

April 16. *Heavy night raid on London; repeated on the 19th.*

April 17. *Yugoslavia capitulated.*

April 23. *Announced that Greek armies in Macedonia and Epirus had capitulated. Greek Government moved to Crete.*

April 24-25. *Imperial forces began to evacuate Greece.*

April 27. *German troops entered Athens.*

1942

April 18. *U.S. bombers from aircraft carrier Hornet raided Tokyo.*

April 23. *R.A.F. made first of four heavy raids on Rostock.*

April 24. *Germans made "Baedeker" raid on Exeter.*

April 25. *Bath heavily bombed.*

April 27. *Reprisal raid on Norwich.*

Editor's Postscript

IN these days, when women have proved themselves the equal of men in so many occupations once believed to be entirely outside their capacity, both physically and mentally, it is interesting to discover as I did the other day in picking up one of my favourite books, The Life of Colonel Hutchinson, by his Wife, that nearly three hundred years ago the first faint beginnings of the N.F.S. might be traced. Mrs. Hutchinson, in her classic description of her husband's life and his defence of Nottingham Castle against the Cavaliers, puts on record the fact that the women in Nottingham went about during the siege in bands of fifty, "to put out the smouldering fires lighted by the firebrands of the enemy." Her famous book lay in manuscript for many years and was not given to the world until 1806, when the Rev. Julius Hutchinson, one of the Colonel's descendants, edited it and added numerous footnotes. His reflection on these early N.F.S. workers will no doubt raise a smile today among the valiant women who adorn that service: "This is a curious fact," says he, "and points out a useful way of turning to use and profit the timorousness and watchfulness of the sex."

TEN years have passed since Franklin D. Roosevelt assumed the Presidency of the U.S.A. It was a dark hour, the darkest perhaps in modern American history. But from the day of his inauguration he has been in very deed the captain of his people. Some men are great in deeds, some in words; a few, like Winston Churchill and President Roosevelt, are great both in expression and in action. On this side of the Atlantic we have come to recognize in the President's voice the voice of a friend; and so there should be a wide welcome for the book, Addresses and Messages of Franklin D. Roosevelt, which has been recently published in this country by H.M. Stationery Office at 1s. Here is what the President said in 1933, in 1942 and in the years between; here is his Good Neighbour speech, his Fireside Chat in which he called America the Arsenal of Democracy, his Third Inaugural Address, his joint statement with Mr. Churchill on the Atlantic Charter, his addresses to Congress calling for a declaration of a state of war against the countries of the Axis. The book is a reprint of a document printed by order of the United States Senate, and its reprinting by order of our Government is, I believe, an unprecedented recognition of a great man's great words.

ARE you up to date in R.A.F. slang? You know what browned off means, and could possibly define Get cracking, piece of cake, and stooge; but when you hear a young pilot-officer saying that "So and so has been shot down in flames" you will be relieved to find that he is referring not to a battle in the sky but to a set-back on the amatory front—a mere crossing in love. The phrase may also mean that the victim has been severely reprimanded; a close relation is, tear off a strip—meaning, to take down a peg. Perhaps you may guess that a blonde job is a young woman with fair hair; by the exercise of a little imagination you may realize that flinging a woo means meeting a young lady, blonde or brunette. Shagbat officer stands for a somewhat plain W.A.A.F. officer. Tail-end Charlie is, of course, the rear-gunner; the dustbin is his position in the aircraft, and the drink is what he drops into when he falls out. But you may not recognize an R.A.F. photographer in stickyback, the doctor as quack, the chief engineer as chief plumber, the senior W.A.A.F. officer as Queen Bee, and a W.A.A.F. motor-coach as the passion wagon. Perhaps I may add that I have learnt of these phrases in preparing a new edition of The A B C of the R.A.F., which contains a glossary of R.A.F. slang.

ONE of the most famous of R.A.F. slang terms is Mae West, used to describe the rather rotund and billowy stole or waistcoat which has saved the life of many a gallant airman. That the world-renowned film-star rather welcomes than otherwise this use of her name seems to be evident from a letter which was quoted recently by Hannen Swaffer in The Daily Herald. So pleased was she on discovering in the war film Air Force that its airmen referred to their bulging life-jackets as "Mae Wests" that she wrote to the local training unit of the R.A.F.

> "Dear boys, I've just seen that you flyers have a jacket you call a 'Mae West' because it bulges in all the right places. Well, I consider it a swell honour to have such great guys wrapped up in me, know-what I mean? I hear that I may get into the dictionary because of this. I've been in 'Who's Who,' and I know what's what, but this'll be the first time I ever made a dictionary."

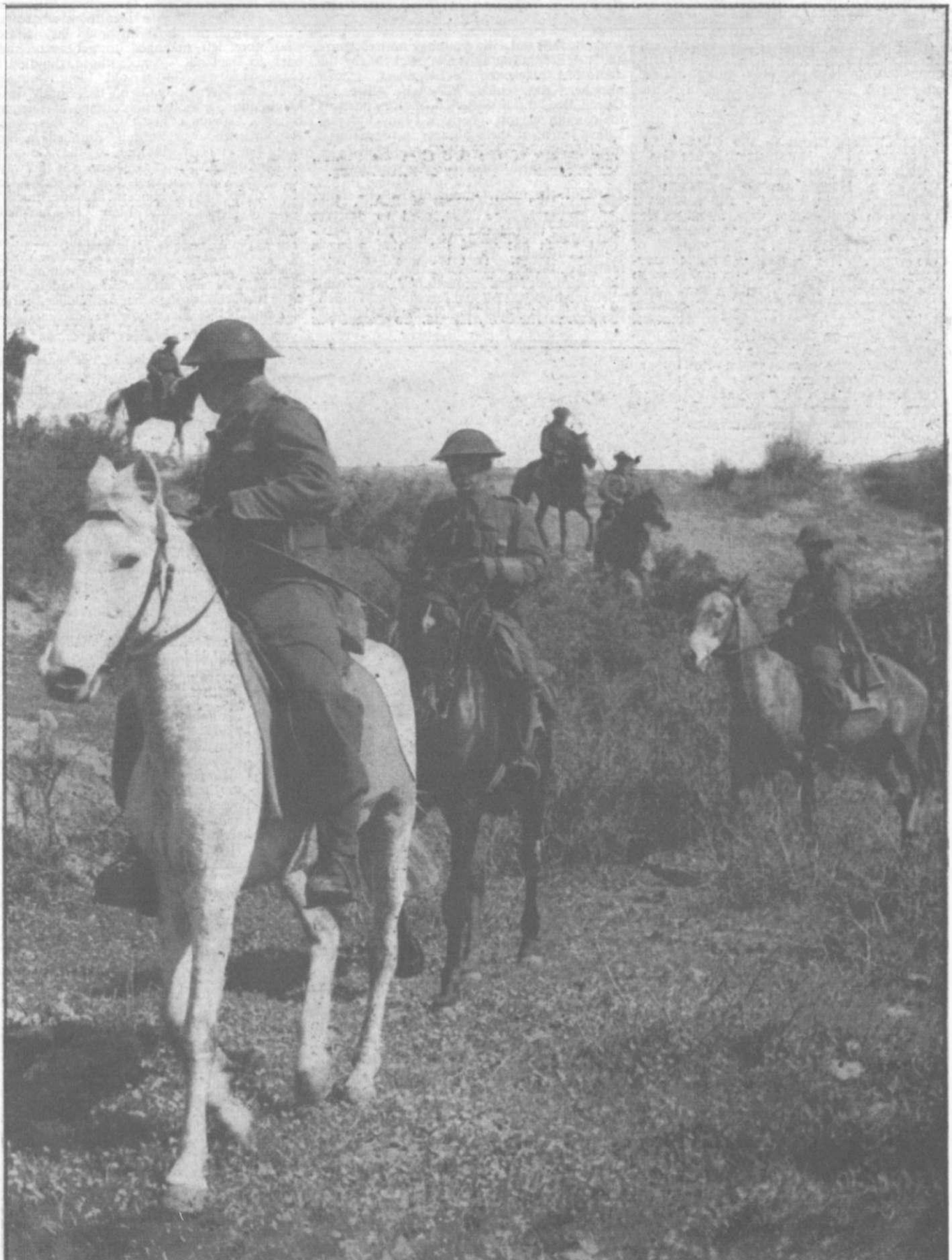
NOT long ago I gave a "mention" in these notes to an eye-witness account of the Dieppe raid of last August (Wing-Commander Austin's We Landed at Dawn). Here is another, Rehearsal for Invasion (Harrap, 6s.), written by Wallace Rayburn, the Montreal Standard's war correspondent with the Canadian Forces over here. It goes without saying that it makes interesting reading; how could it be otherwise when a man with a journalist's trained eye saw the things that Rayburn saw? He tells how they left for France, how they struggled ashore on Pourville beach and fought their way through the little seaside town's streets, how at last those who were left managed to get away and back to England. Among those who didn't come back was 33-year-old Lieut.-Colonel C. C. I. Merritt, O.C. of the South Saskatchewans, who for his courage at Dieppe became Canada's first V.C. of this war. Rayburn, who was himself wounded in the raid, had a last glimpse of the Colonel striding down a street in Dieppe on the way to tackle a very hot spot of a bridge. "He showed no sign of concern at the muck' that was flying round him. His tin hat dangled from his wrist, and he twirled it around as he walked. His men followed him as he advanced into the very face of the white concrete fortress on the hill. Watching this display of bravery and inspired leadership I felt a thrill run through me. A stretcher-bearer standing beside me shook his head incredulously and said: 'My God!'"

F/L. E. S. LOCK, D.S.O., D.F.C., whose short stature earned him the nickname of "Sawn-off Lockie." An intrepid and fearless fighter in the air, he was reported missing in 1941 and presumed killed in action the following year. He was 22.
Drawn by Capt. Cuthbert Orde, Crown Copyright reserved

WHEN introducing his Budget on April 12 Sir Kingsley Wood, the Chancellor of the Exchequer, said that he had not overlooked the suggestion that had been made to levy income tax on the basis of current earnings. No acceptable plan has been forthcoming so far, but a close examination of the matter is still proceeding. Certainly conditions may arise which may add point and weight to the proposal. As everyone knows, we pay tax based on our incomes during the year up to the previous April 5. As long as we continue in employment, this is satisfactory enough. But as The Economist pointed out recently, this state of affairs can hardly last for ever. After the War many workers will wish to retire from industry; women, especially housewives, will wish to return to their homes. Are they to be saddled with an income-tax liability for which they have not made, and could not have made, provision? Will husbands whose own earnings have declined shoulder their wives' tax liability in addition to their own? Are soldiers who owed something to the tax-collector before they joined up to return to civilian life saddled with debts? Here is the making of a pretty problem.

TWICE in a Lifetime. The title is apt enough for a well-illustrated shilling booklet published for the Belgian Information Office by Evans Brothers Ltd., giving details of the oppression and privations inflicted by the German invaders on the Belgian country and people. Only too exact is the resemblance of 1940 to 1914; only too plain is it that today as in the years of the last war, hunger, imprisonment, deportation and execution have been, and are, the lot of an unknown number of brave Belgian patriots. Perhaps this time it is even worse than the last, since then the Belgians' King captained his army in the battle-line, and a corner of Belgian soil remained unpolluted by the German stain. The text describes and compares the two wars, and the photographs show how only too often what happened in 1914 was all too closely paralleled in 1940 and since. Among them is one of the front page of the old Libre Belgique on which is a picture of Governor von Bissing holding in his hands a copy of the banned publication; facing it is a reproduction of another front page, bearing a photograph of General von Falkenhausen, showing that he "follows the example of his predecessor in seeking the truth in La Libre Belgique of today."

Who Said the Horse Was Obsolete in War?



MOUNTED PATROL IN TUNISIA uses horses under cover of uneven ground and scrub with marked success. This patrol was the idea of Sgt.-Maj. L. A. Dumais, a Canadian, and it has brought in, besides valuable information, a quantity of enemy equipment left on the battlefield. This photograph shows the colonel of a famous British regiment leading the patrol on a white horse. Some of the riders are men who were connected with racing stables before they joined the Army.

Photo, British Official: Crown Copyright

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